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NEW **CITROËN C4 CACTUS**

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Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO_2 Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO_2. Lowest: New Citroën C4 Cactus BlueHDi 100 manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO_2. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/01/15 and 31/03/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,785.47 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £199; optional final rental £6,900. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Feel and New C4 Cactus e-HDi 92 ETG6 Flair respectively. Initial customer rental £2,892.34 (plus a £1,000 Citroën contribution) – £3,221.55; followed by 36 monthly rentals of £165 – £249; optional final rental £6,267 – £6,227. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.

WHAT CAR WOULD YOU BUY WITH A BUDGET OF £20,000?

Maxine has always had a passion for cars and after ten years as a regional motoring editor in South Wales, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out new cars and interview the brains behind the technology. She simply loves driving... nearly as much as rugby!

MAXINE ASHFORD

KIA SPORTAGE 1 1.7 CRDi 2WD

A rare female in the testosterone pool of motoring journalism, Sue has had her right foot to the floor throughout a career spanning more than 30 years. From local newspapers, via Brands Hatch and twenty years in Fleet Street as a motoring editor, she also notched up a decade as a Top Gear presenter.

SUE BAKER

SKODA YETI OUTDOOR SE 2.0 TDI

Gavin's right foot is still planted firmly in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old motors. Commonly he is found tapping away furiously at a keyboard, or hurtling up the A303 from Devon to attend a car event. He is said to be fond of tea and Hobnobs.

GAVIN BRAITHWAITE-SMITH

RENAULT ZOE i EXPRESSION

A journalist for the best part of a decade, Jack has worked on consumer magazines and websites, national newspapers and specialist business and enthusiast titles. He's written about old cars and new cars and has thumbed through more company car benefit-in-kind tax tables than most sane people ever will.

JACK CARFRAE

MAZDA3 2.2 DIESEL SE

Motoring journalism was the unexpected outcome of a decade spent in a variety of rally cars, in both the left- and right-hand seats. Peter maintains that this arduous habit still enables him to see both sides of a motoring argument, be it about a race car or electric shopping motor.

PETER CRACKNELL

SKODA RAPID ELEGANCE 1.6 TDI GREENTECH

Country dweller Richard got hooked on cars at the 1982 NEC motor show, aged 11. However, he didn't start driving until he was 13, when he began tearing up the fields around a nearby farm, in his school friend's beaten-up Audi. Now, 33 years on, he has a less tatty Audi of his own.

RICHARD DREDGE

SEAT LEON SC SE 2.0 TDI

Dating back to the days of hot metal and typewriters, Simon trained on a local weekly rag before realising transport and travel might be more interesting than the machinations of Wapley Parish Council. These days, travel is mostly restricted to school runs with occasional escapes to research his next work of fiction.

SIMON HACKER

KIA SPORTAGE 1 1.7 CRDi 2WD

City life, urban crawls, and the M25 are amongst Victor's pet hates, along with mobile phones and most pop music since Abba. But he's a country music fan, and he often dreams of picking up Willie Nelson or Emmylou Harris, guitar on shoulder, hitching a lift on the A14, in his little red Corvette. Definitely a dreamer...

VICTOR HARMAN

SEAT LEON ST SE 1.6 TDI

Adam has always had a love for classic and retro cars and this love can be traced back to his childhood. He can count the likes of the Peugeot 205 and Rover 200, as well as 18 Minis, amongst his former cars. Though British cars have dominated his driving career, he's interested in everything on four wheels.

ADAM SLOMAN

MINI ONE D

DieselCar MARCH 2015

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RENAULT RISING FROM THE ASHES

There's plenty of good news stories about Renault this month. From its new great looking Qashqai-based Kadjar crossover, via an announcement that its dealers will be getting an interior makeover, to news that the company's UK sales were up a massive 43 per cent last year to 66,334 units, spirits must be high at Renault's Maple Cross headquarters. It wasn't so long ago that a portion of the model range was axed, dealers were culled and new car registrations were in freefall.

And the good news is set to continue, with Renault having high hopes for its new C-segment Kadjar crossover vehicle, which will not only take on Nissan's Qashqai, but will also battle against the Kia Sportage, Ford Kuga and Hyundai ix35. The company must be secretly keeping its corporate fingers crossed that it will catch on in the same way that the baby Captur has, having sold more than 20,000 examples here last year, to become the third best selling compact crossover, behind the Nissan Juke and Vauxhall Mokka. It's also the company's second best-selling car in the UK, behind the Clio, with sales of that car topping 29k, with an increase of 27 per cent compared to 2013. And surprisingly, despite the fact that it is now getting long in the tooth, the Scenic range actually posted an 11 per cent increase compared to the year before. But sales of the long-running Megane continue to slide, with just 8,500 examples shifted during 2014, a long way off the 73,000 Golfs and 85,000 Focus's that found homes last year. Surely a replacement for Renault's medium car can't be that far off? Once it arrives, as well as a replacement for the Scenic, the French firm will have the youngest line-up that has been seen for quite a long time.

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RENAULT'S QASHQAI SQUASHER

Ever since the Nissan Qashqai created the crossover segment back in 2006, car makers have been scrambling to create rivals. Renault's competitor, the Koleos, failed to hit the spot for UK buyers and didn't survive in the line-up long, but now the company is back with a new challenger that shares its underpinnings with the segment leader.

Called Kadjar, the C-segment crossover's name is inspired by the word 'quad', symbolising go-anywhere four-wheel-drive vehicles, and 'jar', which is taken from the word 'jaillir', meaning agile in French. It fits into the line-up above the Captur compact crossover, and below the new Espace, which isn't planned to be sold here in the UK. Its styling is heavily inspired by the Clio and Captur, while under the skin it makes use of the Renault-Nissan Alliance CMF-C/D platform that is shared with Nissan's Qashqai. CMF stands for 'Compact Module Family' and is designed around a common set of components and drivetrains that can be used across a variety of different vehicles. All buried under the skin, it allows varying models to achieve a level of commonality which reaps cost reduction rewards, while still retaining their own identity.

At 4.45 metres long, it's a little longer than the Qashqai, but similar in size to the Hyundai ix35 and Kia Sportage. The engine range has yet to be announced, but it is thought that the Renault-Nissan Alliance 1.6-litre dCi engine will be found under the bonnet. Four-wheel-drive will be available, too, and with 190 millimetres of ground clearance, it is expected to be relatively capable off-road. Two-wheel-drive versions will come fitted with a feature called Extended Grip which enhances traction in tricky conditions. It works in association with mud and snow tyres and is capable of braking either of the front wheels individually if they are slipping, to regain traction.

Inside, a 1.4-metre square fixed glass sunroof delivers a level of airiness to the cabin, while soft-touch plastics and double stitching for the seats and instrument cowling are designed to give a feel of quality and attention

to detail. An adjustable boot floor allows either a flat loading surface and underfloor storage, or a 472 litre carrying capacity if placed in the lowest position. The seats are folded down easily by tugging on levers in the boot, and fold in a 60/40 fashion, and thanks to a front passenger seat that folds in half, long loads can be carried. Oddment space is well catered for, too, with 30 litres of stowage space dotted around the cabin.

While final specifications have yet to be revealed, a wide array of technology will be found in the new Kadjar, including LED headlights, hands-free parking, a reversing camera and safety equipment like lane departure warning and road sign recognition. A seven-inch touchscreen will dominate the centre of the dashboard featuring Renault's R-Link 2 multimedia system, as seen on the latest Espace, with voice recognition available to control the satellite navigation, radio, telephone or any of the in-built apps.

The new Kadjar will be made in Renault's Palencia plant in Spain, alongside the Megane, and will also be the first Renault to be built in China, thanks to the company's joint venture with Dongfeng. It is designed as a world car and will be sold in Europe, Africa, China and countries around the Mediterranean Basin. The Kadjar will make its public debut at the Geneva motor show next month, before going on sale in Europe in the summer and arriving in the UK in the autumn. It's too early for prices to be announced, but the cheapest model is expected to cost less than £20,000. DCM

At 4.45 metres long, it's a little longer than the Qashqai, but similar in size to the Hyundai ix35 and Kia Sportage.

REFINED NEW 1 SERIES MAKE ITS DEBUT

BMW has kicked off 2015 with a first look at the facelifted 1 Series, sporting a reprofiled nose, updated rear, and a brace of more efficient diesel engines, including the introduction of a new three-cylinder 1.5-litre unit that emits CO_2 at the rate of just 89g/km in EfficientDynamics Plus guise, while achieving 83.1mpg on the combined cycle.

The most dramatic change is at the rear of the car, where the new 1 Series adopts the L-shaped LED tail lights to bring it closer to other models in the line-up. At the front, there's a new bumper and grille, with larger air intakes, as well as reprofiled headlights that offer LED technology as an optional extra for the first time. Inside, there's improved fabrics and materials, and extra chrome trim for the air vent surrounds.

But it's in the engine bay that BMW engineers have made the most changes, with the entry-level 116d and 116d EfficientDynamics Plus models adopting the new 114bhp 1.5-litre three-cylinder engine that was first seen in the MINI Hatch. And while the power output may be exactly the same as before, there's 7lb ft of extra torque, and CO_2 emissions drop down to 94g/km on manual 116d variants, and 96g/km when equipped with the eight-speed automatic transmission. An improvement by 15 and 17g/km, respectively, BMW claim that these new versions manage 78.5mpg on the combined economy cycle, compared to 68.9mpg before. But it's the EfficientDynamics Plus version that is the star of the show, emitting just 89g/km of CO_2 and the ability to achieve 83.1mpg in optimum conditions. Compared to the outgoing EfficientDynamics model, that's an improvement of 10g/km and 8.8mpg. All engines now meet the latest Euro 6 emissions regulations, and 148bhp 118d and 188bhp 120d versions adopt the latest iterations of their engines, that were first seen on the 2 Series Active Tourer. The four-wheel-drive 120d xDrive model is exclusively paired to the eight-speed automatic transmission this time around, and the flagship twin-turbocharged 125d has been uprated to produce 221bhp and 332lb ft of torque.

The new diesel engine line-up has been right-sized in blocks of 500cc per cylinder. Weight saving construction includes the use of aluminium for the crankcase and cylinder head, new low weight pistons, and a low friction coating for the cylinder walls. The common-rail injection system has been further honed, with the new solenoid valve injectors producing 2,500 bar of pressure. Thermodynamic performance has been optimised and work has been done to reduce engine noise, too. Improved sealing between the headlights and bonnet help to further optimise the air flow, while EfficientDynamics Plus models also include active air flap control, which closes the grille to allow the car to get up to operating temperature more quickly, and closely monitors air flow for the most efficient way of running the engine.

The revised 1 Series is offered with either three- or five-doors and the choice of trim levels has been simplified compared to the previous generation car, with just SE, Sport and M Sport editions on offer. Prices start at £21,710 for the 116d SE three-door, an £880 hike in cost compared to the outgoing model, but because the number of variants has been slashed with the introduction of the new car, the cost of entry into 1 Series diesel ownership has risen from £19,410 in the old car to £21,710, a hefty increase of £2,300. The new line-up is available to order now, with the first examples arriving in BMW showrooms at the end of March.

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SSANGYONG REVEALS BABY CROSSOVER

After what has seemed like an endless supply of concept cars at international motor shows, SsangYong has finally taken the wraps off its new compact crossover vehicle. Named after an Italian town near Rome, the new Tivoli has been in development for the past three and a half years, and will arrive on UK shores this summer powered by a choice of 1.6-litre petrol and diesel engines. Both manual and automatic variants will be on offer, and four-wheel-drive editions will become available towards the end of the year. The Tivoli is the first product to be launched following the merger of Korean firm SsangYong and India-based Mahindra & Mahindra, and has cost more than £210 million to develop.

Designed to compete against other baby crossovers, like the Nissan Juke, Peugeot 2008 and Vauxhall Mokka, the Tivoli can accommodate up to 423 litres of luggage with the seats in the upright position. Seven airbags are on offer, and 40 per cent of the body is made from advanced high strength steel, so it should perform well in crash tests. Thanks to the fitment of electric power steering, adaptive steering is offered for the first time on a SsangYong. Called Smart Steer, it allows the driver to select a choice of three different steering set-ups – Normal, Comfort or Sport. Other innovations include instrument back lighting that can be configured to any of six different colours, and a heated steering wheel is a first in a SsangYong product.

When the Tivoli goes on sale in the summer, it is expected that it will be priced from around £14,000. This compares favourably with similarly sized products and fits with SsangYong's ethos of delivering good value for money. Final specifications and exact pricing have yet to be announced, but will be revealed on the run up to the car's official launch. DC

SUBARU'S NEW MODEL PLANS

Plans for 2015 have been announced by Subaru, with a new name being added to the line-up in the autumn. Levorg is a new large estate car, with its name made up from the phrase LEgacy reVOlution touRinG, which rather implies that it is a replacement for the slow selling Legacy Sports Tourer, which was discontinued from the Subaru line-up in the UK during 2013. Before that, the Outback crossover vehicle arrives in showrooms in April, with a Lineartronic version of the best-selling Forester 2.0-litre diesel due soon after, equipped with a continuously variable automatic transmission. DC

AND IN OTHER NON-DIESEL NEWS ...

BENTLEY showed off its flagship model, the Mulsanne Speed at the Detroit motor show. The 6.75-litre twin-turbocharged V8 develops 530bhp and a mighty 811lb ft of torque.

One of the true surprises of the Detroit motor show, **FORD** unveiled this GT supercar, featuring a mid-mounted 600bhp plus 2.3-litre EcoBoost engine. It arrives in 2016.

In a departure from its usual hybrid policy, the **LEXUS** NX 200t F-Sport is now on sale costing £38,095 and powered by a 235bhp 2.0-litre turbocharged petrol engine.

VOLVO FIRST TO MARKET WITH CROSSOVER SALOON

Think of a crossover vehicle and you immediately think of an estate or a hatchback on stilts, but a four-door saloon – never. Volvo is hoping that it will be kicking off a new trend, with the launch of the S60 Cross Country.

The newcomer adopts all of the extra ruggedness that has become synonymous with the company's Cross Country estate cars, but wrapped up in a less utilitarian and more elegant saloon body. It follows the unveiling of the V60 Cross Country late last year, which arrives in showrooms this summer. In the UK, the S60 Cross Country will be offered with a choice of a front-wheel-drive 178bhp 2.0-litre D4 variant, as well as the extra reassurance of all-wheel-drive with the 178bhp 2.4-litre five-cylinder D4 edition. Ride height has been increased by 65 millimetres, and all variants will be offered with a choice of either 18- or 19-inch wheels with high profile tyres to add an extra degree of comfort, ruggedness and reduced road noise. Prices have yet to be announced, but final specifications are expected be announced in the spring.

SPORTING ESTATE ADDED TO GOLF LINE-UP

An estate version of the Golf GTD has been an obvious omission in Volkswagen's comprehensive line-up, especially as the SEAT Leon FR and Skoda Octavia vRS have been offered in estate guise for some time. The recent launch of Ford's Focus ST diesel in an estate body has no doubt coaxed the Germany car maker into offering a rival. Powered by the familiar 181bhp version of the 2.0-litre TDI engine, the Golf GTD Estate is capable of hitting 62mph in 7.9 seconds, while still having the capability of achieving 64.2mpg, according to Volkswagen's official figures. The sporting estate will feature unique GTD bumpers and honeycomb front grille, as well as flared side sills and smoked-effect rear lights. There's 17-inch alloy wheels, bi-xenon headlights, black roof rails, dual-exit chrome exhaust tailpipes and a ride height that has been lowered by 15 millimetres, while on the inside, there's grey tartan trim, stainless steel pedals and a gear knob that resembles a golf ball. Prices and final specifications have yet to be announced, but the new car will be available to order from April, with the first examples arriving in showrooms in July.

A GS F high performance flagship has been revealed by **LEXUS**, powered by a 467bhp 5.0-litre V8 petrol engine. It goes on sale later this year.

A limited edition **MCLAREN** 650S Le Mans has been announced to celebrate the 20th anniversary of the F1 GTR victory at the 24 hours of Le Mans. Just 50 will be built.

SEAT has taken the wraps off a Cupra edition of its Leon ST estate car. Packing 276bhp and a 0-62mph time of six seconds, it goes on sale next month.

RENAULT'S RETAIL REBOOT

Buoyed on by a recent revival in fortunes, particularly in the UK, Renault is giving its dealer network an interior spruce up, with its new Renault Store concept to be rolled out in full by the end of 2017. The first dealer to get the fresh look is Lookers Chester, and it is hoped that around 60 per cent of the network will adopt the new standards by the end of this year.

The new concept is based around four distinct zones, and is designed to embrace the modern way that customers research and purchase new cars. From the welcome desk as the visitor enters the building, to the different themes, it all serves to make the experience as informative and comfortable as possible. The 'headline zone' exhibits the latest model, while the 'passion zone' highlights cars that show off the Renault brand in the best light. The 'Z.E. zone' displays the company's range of electric vehicles, and the 'sport zone' does what it says on the tin, highlighting the Renaultsport models from the range. Each area can be resized and configured depending on what cars are hot property at the time, and which vehicles the dealer has in stock. Bringing all of the areas together is what Renault calls the Brand Bar and configurator which allows customers to view the different products, look at special offers and even build a virtual car courtesy of a large interactive display.

David Cooper, Lookers General Manager, commented on the new look by saying "We feel privileged to become the first Renault Store, and are absolutely delighted to be chosen to begin the transition for the Renault

dealer network. The Renault Store concept has made our dealership more informative and given us all the tools to help customers to make the right choice when buying their new Renault or Dacia. We've already noticed an improvement in sales, in both conquest and loyalty business, as well as overall customer satisfaction. We look forward to converting the rest of the Lookers sites into Renault Stores in the near future."

SELF-DRIVING AUDI ACES TEST

An Audi A7 Sportback has completed the longest drive so far in its development process, by driving autonomously between Silicon Valley in California, to the Consumer Electronics Show in Las Vegas. The 560-mile journey was completed, mostly hands-free, by members of the media, with an Audi test driver monitoring proceedings in the passenger seat.

Combining a series of mid- and long-range radar sensors at the sides, front and rear of the car, the vehicle is constantly monitored throughout 360 degrees. Laser scanners are integrated into Audi's trademark single-frame grille, as well as the rear bumper, to provide extra warning of both stationary and moving objects. A high-resolution, wide-angle three-dimensional video camera is also fitted to observe the traffic all around the car, and will be first seen installed in the new Q7 SUV later this year.

At speeds of up to 70mph, the A7 Concept can take over from the driver, accelerating and braking independently, as well as initiating overtaking manoeuvres. There are times that the car will be out

of its depth, for instance in complex city environments, and the driver will be asked to retake control of the car.

The valuable data from this test will be used to further improve and fine tune the concept before the green light is given to productionise the technology for use in customer cars.

CONSUMER ELECTRONICS SHOW 2015

It wasn't so long ago that the Consumer Electronics Show in Las Vegas was reserved for computer geeks, keen to gen up on the latest gadgets and gizmos. All the big computer firms would be present, but you certainly wouldn't see a motor manufacturer exhibiting, but the fast pace of technology means that this is no longer the case, and all kinds of companies queue up to show off their latest innovations, including car makers.

Volkswagen made a big splash, showing off a range of innovations, including the Golf R Touch concept car. Ignoring the fact that it's powered by a petrol engine, the car introduces a large 12.8-inch touchscreen that dominates the dashboard of the Golf, as well as a largely switch-free cabin, with buttons and controls replaced by touchpads all around the interior. Gesture control is presented for the first time, where a simple hand action in front of the infotainment display can make changes, without having to physically press the touchscreen. The instrument cluster is configurable, similar to what has been seen in the Audi TT, and an eight-inch control centre, where you would normally have a storage area, takes care of the climate controls, media system and vehicle functions.

Everyday functions like opening the sunroof, for example, are operated quite easily, and the system senses when a hand is approaching the roof module. When the driver touches the surface, a menu will appear on the central touchscreen, offering a range of different settings. For instance, a swiping motion towards the windscreen will close the sunroof, while a swiping backwards action will mean that it will open. All of the actions are monitored by a 3D camera mounted in the roof, which constantly monitors the cabin for movement, but it's clever enough so that it can differentiate between natural movement and someone wanting to make a change to the controls. To get the system to work, you'll need to spread the fingers of your hand out, so it knows that you mean for it to react to your gestures, and the session can be ended by closing the fingers back up. This all sounds unnecessarily complicated, but will become second nature after a few hours of use.

Elsewhere, Volkswagen showed off its 'trained parking' system on an all-electric e-Golf, which allows the car to learn regular forward perpendicular parking manoeuvres for itself, meaning the driver can exit the car and let the vehicle autonomously park up all on its own. The driver can monitor what it is up to via a smartphone application. This is particularly helpful in tight parking spaces, where there isn't enough space for the car door to open fully. And in the future, when inductive charging is introduced, the car can automatically recharge itself while parked.

Other innovations include the digital key, where a smartwatch or smartphone can be used to lock and unlock the vehicle, in place of a regular key. And later this year, Volkswagen plans to introduce CarPlay for Apple iPhones and Google Android Auto for smartphones that operate using Android software, opening up a whole range of new applications that can be used safely while on the move. It follows the introduction of MirrorLink on the Polo supermini last year.

MOTORING MORSELS

AUTOGAS says that LPG emits significantly fewer harmful pollutants, such as CO_2, NOx and particulate matter compared to petrol and diesel cars, and also costs 40 per cent less.

The name for the new luxury SUV from **BENTLEY** will be called Bentayga. The new upmarket off-roader will be revealed later this year before going on sale during 2016.

FORD has announced that a new Galaxy MPV will arrive later this year, in what will be one of the busiest years for the blue oval. A makeover of the EcoSport, with better quality materials, will follow it.

JAGUAR has announced that its new five-seat crossover vehicle will be called F-Pace. To be built at the Solihull plant in the West Midlands, 1,300 jobs will be created when it goes on sale next year.

All 180 **KIA** dealers have had a makeover, adopting bold red exterior signage. 90 of them upgraded their facilities at the same time, while 30 feature an eye-catching red cube design.

The **KIA** plant in Slovakia broke two factory records during 2014, with more than 323,000 cars rolling off the production lines, and 493,000 engines made in a single year.

An authentic replica of the production line used to make its first 4x4 in 1948 has been recreated by **LAND ROVER** as a visitor attraction forming part of its Defender celebrations.

According to a survey by used car supermarket **MOTORPOINT**, over 59 per cent of respondents would buy a self-driving car, similar to the one being tested by **GOOGLE**.

The country's most exclusive car show, **SALON PRIVÉ**, is moving to Blenheim Palace in Oxfordshire. The September event will exhibit rare classics, prestige and performance cars.

Thanks to the fitment of a **TRACKER** device, four stolen **RANGE ROVER** SUVs were recovered from a 40 foot container at Tilbury Port. They were jacked up and packed in like Tetris pieces.

The top selling car maker in Scotland last year was **VAUXHALL**, a position it has held for the past seven years. The Corsa has been the best-selling vehicle for six out of the past seven years.

VAUXHALL is celebrating the 750,000th Insignia rolling off the production line at its factory in Rüsselsheim, Germany. The UK is the biggest market for the Insignia in the world.

You can read more about some of these stories at WWW.DIESELCARMAGAZINE.CO.UK

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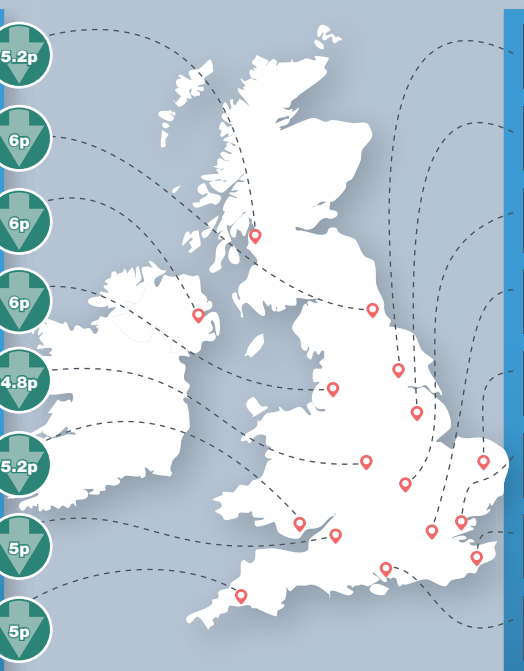
FUEL PRICES

With the cost of diesel making up a significant part of a car's running costs, Diesel Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles.

GLASGOW, ASDA	110.7	5.2p
NEWCASTLE UPON TYNE, ASDA	110.7	6p
BELFAST, TESCO	111.9	6p
MANCHESTER, ASDA	110.7	6p
BIRMINGHAM, HARVEST ENERGY	109.7	4.8p
CARDIFF, ASDA	110.7	5.2p
SWINDON, HARVEST ENERGY	109.7	5p
PLYMOUTH, TEXACO	109.9	5p
YORK, JET	109.9	6.8p
LINCOLN, ASDA	110.7	6p
MILTON KEYNES, ASDA	110.7	6p
LONDON (WEST END), JET	109.9	5p
NORWICH, ASDA	110.7	11p
SOUTHEND-ON-SEA, ASDA	110.7	5.2p
DOVER, ESSO	113.9	3p
PORTSMOUTH, ASDA	110.7	4.2p



PRICES CORRECT AS AT 25TH JANUARY 2015

A month in the world of motoring

10TH JANUARY 2015

My expertise of vans isn't quite as good as it is on cars, but I would say that I have a fair-to-middling knowledge. A friend recently called me to ask what I knew, as he was thinking of getting a new one. He has previously run a Ford Transit Connect, and switched to a Citroën Nemo Multispace car in the hope of reducing the cost of the tax disc each year. But even though he likes it, despite it being equipped with the marmite-like Sensodrive transmission, it just isn't big enough for what he needs. He is a painter and decorator by trade, but also turns his hand to all kinds of other light building work as the opportunities arise. To carry sheets of plasterboard he has to strap them to the roof, and in the winter, that means that they get wet, which isn't exactly ideal. So he asked if I could recommend a suitable van. And like all purchases, he had a budget that was as little as he could get away with. He was paying around £150 a month for his Citroën, and anything that came in at a similar price would get the thumbs up. So a sufficiently large van, for around £125 per month plus VAT! Impossible.

A quick hunt around the local dealers on a Sunday morning, and the latest Transit Connect and Transit Custom were firm favourites, as was the Renault Trafic and Vauxhall Vivaro. But the trouble with wanting to know more was that the van salesmen were all at home, and didn't work weekends! You would think that this would be the prime time to sell commercial vehicles to buyers, seeing as they would be busy working during the week, but not a single one of the dealers – Ford, Renault and Vauxhall – had staff available. Reluctantly we made an appointment for the following day, but that meant my friend cutting his working day short, which kind of defeats the object of being in business.

Monday came and the Transit Connect ticked a lot of the boxes, but the dealer wouldn't touch the trade-in of his Nemo car. He would need to sell it privately and that would add extra complication to the transaction. A visit to the local Vauxhall dealer was met with totally apathy, and so we took a trip to the Renault dealer, sitting next door. The multi-franchise site is made up of a variety of different makes – Citroën, Peugeot, Renault, Nissan, Vauxhall and MG all sit side-by-side. And this was good news, as there was hope that we would get top dollar for the Nemo Multispace, thanks to its low mileage and presentable appearance, and the fact that the dealer sold new and used Citroëns. As it turned out, the offer for the trade-in was a little on the low side, but a bit of negotiation to-and-fro saw the price rise to a level that was within £50 of what we had hoped for. So a deal was in sight, and soon hands were being shaken on a brand new Renault Trafic Business + dCi 115 at £250 a month. And because the future residual value is better for the Business + model, it worked out cheaper per month than had he opted for the basic Business version. It's a lesson that we can all learn when deciding upon the specification of your next car – choose a model that holds its value best, and you could be driving away in a version that is a rung up the ladder compared to what you thought.

But why the increase in budget? He could have got a Kangoo van for not much more than he had originally envisaged, but would have faced compromises compared to the Trafic. The bigger van will mean that he can carry all of his equipment, without having to think about how he is going to squeeze it all in. Apart from the additional space, what impressed me most about the Trafic is the lengthy standard equipment list – items like air conditioning and rear parking sensors come as standard, as well as a smartphone dock, underseat storage and body coloured bumpers that lift it visually compared to the bog standard model. There's also electric front windows,

DAB digital radio and Bluetooth mobile phone connectivity, too – essential kit for the modern tradesman. And for extra peace of mind, there's a free four year warranty and breakdown cover provided for the same length of time!

21ST JANUARY 2015

Brought down to earth with a bump, when I got news that colleagues had £10,000 worth of camera equipment stolen from a test car on a launch. After photographing the latest Honda CR-V down by the Olympic park in Barcelona, they packed up their cameras, put them into the boot, and made a quick loo visit before planning to head back to drop off the car. But that plan was halted when they returned to find the rear window smashed and said equipment gone. It's worrying to think that someone must have been watching their every move to know that there was such precious cargo located in the boot, and it's a lesson to all of us that putting valuables into the boot isn't enough to stop them from getting stolen. You never know who is keeping an eye on you, and watching your every move. And this wake-up call is as relevant in Bournemouth and Bath as it is in Barcelona – you have been warned!

13 YEARS AGO...

Ford's Mondeo takes pride of place on the cover of the March 2002 issue of Diesel Car, with our testers declaring that it finally has a diesel engine to match its other dynamic qualities, with the biggest improvement in the driveability of the engine, which was smoothly responsive from tickover to cruising speed. Volvo's V70 D5 was praised, too, for delivering high performance and competitive fuel consumption. Phil Llewellin took a peek at Citroën's past by visiting its Le Conservatoire museum, and there were long-term test reports on the Isuzu Trooper, Fiat Punto and Toyota Corolla. Other road tests included the Skoda Octavia TDI automatic, which John Kendall declared a sensible car for sensible people. The verdict on Kia's Sedona was that it was an honest, effective, capacious and great value vehicle. A flurry of new car launches meant coverage for the Range Rover Td6, Skoda Superb 2.5 TDI, Renault Vel Satis 3.0 V6 dCi, as well as the Honda CR-V. And a visit to the Detroit motor show showed that car makers were beginning to get the crossover bug, with every manufacturer worth its salt revealing a concept car, none of which actually reached production, apart from the Mercedes-Benz Vision, which later morphed into the R-Class.

MARKETPLACE CLASS OF 2014

The bounce back of the UK's car industry continued in 2014, with the most new cars registered since 2004, ten years ago. 2,476,435 vehicles hit the roads, an increase of 9.3 per cent compared to 2013, and well ahead of the EU's average growth figure of 5.7 per cent. These figures saw the UK retain its position as the second largest car market after Germany, beating France, Italy and Spain. The past 34 months have seen consistent growth, with huge gains in the plug-in car market, with the number of vehicles registered rising from 3,586 in 2013 to 14,498 in 2014, a quadrupling of the segment.

Ford's Fiesta continued to occupy the overall best seller's spot, and the Volkswagen Golf retained its position at the top of the tree in the diesel charts, while Toyota's Auris was the best-selling alternative fuel vehicle in the UK. The top ten car makers list remains in the same order as 2013, topped by Ford at number one, followed by Vauxhall and then Volkswagen. Audi sold more than 10,000 additional cars compared to arch-rivals BMW, with 158,987 registrations during 2014, taking the crown in the prestigious end of the market.

Interestingly, despite diesel power taking a bashing in the media, the percentage of diesel cars sold in 2014 rose to 50.1 per cent, a 0.3 per cent rise compared to the year before. The share of petrol powered cars slumped to 47.8 per cent, a drop of one per cent, with the alternative fuel marketplace robbing it of sales. MG saw the biggest increase in sales, admittedly from a low level, and Maserati's first foray into the diesel segment saw sales rise by 274 per cent compared to the year before. Other highlights included a doubling of registrations at Infiniti, while Renault has bounced back after some dismal results in the past, with an increase of over 43 per cent.

OVERALL BEST SELLING MODELS

	MODEL	REGISTRATIONS 2014
1	Ford Fiesta	131,254
2	Ford Focus	85,140
3	Vauxhall Corsa	81,783
4	Volkswagen Golf	73,880
5	Vauxhall Astra	59,689
6	Nissan Qashqai	49,909
7	Volkswagen Polo	48,004
8	Audi A3	45,581
9	Fiat 500	44,005
10	Nissan Juke	39,263

DIESEL BEST SELLING MODELS

	MODEL	REGISTRATIONS 2014
1	Volkswagen Golf	51,006
2	Ford Focus	40,335
3	BMW 3 Series	33,970
4	Nissan Qashqai	33,557
5	Vauxhall Insignia	28,486
6	Audi A3	27,890
7	Mercedes-Benz C-Class	25,970
8	Vauxhall Astra	25,511
9	Mercedes-Benz E-Class	24,736
10	Ford Kuga	22,900

ALTERNATIVE FUEL BEST SELLING MODELS

	MODEL	REGISTRATIONS 2014
1	Toyota Auris Hybrid	9,599
2	Toyota Yaris Hybrid	8,383
3	Mitsubishi Outlander PHEV	5,364
4	Lexus CT	4,235
5	Nissan Leaf	4,051
6	Lexus IS	3,625
7	Toyota Prius	2,822
8	Mercedes-Benz E-Class	2,093
9	Lexus RX	1,817
10	BMW i3	1,393

BEST SELLING CAR MAKERS

		REGISTRATION 2014	MARKET SHARE%
1	Ford	326,643	13.19%
2	Vauxhall	269,177	10.87%
3	Volkswagen	214,828	8.67%
4	Audi	158,987	6.42%
5	BMW	148,878	6.01%
6	Nissan	138,338	5.59%
7	Mercedes-Benz	124,419	5.02%
8	Peugeot	103,566	4.18%
9	Toyota	94,012	3.80%
10	Citroën	83,397	3.37%

NEW CAR REGISTRATIONS

	2014	MARKET SHARE %
Total sales	2,476,435	
Diesel sales	1,240,287	50.1%
Petrol sales	1,184,409	47.8%
Alternative fuel sales	51,739	2.1%

Data supplied by:

SMMT DRIVING THE MOTOR INDUSTRY

REGISTRATION WINNERS

		REGISTRATIONS – 2014	REGISTRATIONS – 2013	INCREASE %
1	MG	2,326	504	361.51%
2	Maserati	1,194	319	274.29%
3	SsangYong	1,542	662	132.93%
4	Infiniti	746	386	93.26%
5	Jeep	3,909	2,229	75.37%
6	Mitsubishi	15,805	9,044	74.76%
7	Renault	66,334	46,173	43.66%
8	Dacia	23,862	17,146	39.17%
9	Lexus	11,572	9,014	28.38%
10	Volvo	41,066	32,666	25.71%
11	Subaru	2,793	2,271	22.99%
12	Mazda	37,784	31,228	20.99%
13	SEAT	53,512	45,312	18.10%
14	Nissan	138,338	117,967	17.27%
15	Skoda	75,488	66,081	14.24%
16	Mercedes-Benz	124,419	109,456	13.67%
17	Jaguar	18,401	16,210	13.52%
18	Suzuki	37,395	33,088	13.02%
19	Audi	158,987	142,040	11.93%
20	Fiat	67,162	60,198	11.57%

REGISTRATION LOSERS

		REGISTRATIONS – 2014	REGISTRATIONS – 2013	DECREASE %
1	Chevrolet	2,774	11,676	76.24%
2	Chrysler	1,982	2,515	21.19%
3	smart	4,342	5,314	18.29%
4	Honda	53,544	55,660	3.80%
5	Alfa Romeo	5,523	5,687	2.88%
6	Peugeot	103,566	105,435	1.77%

JUST SIX DIESEL, ELECTRIC AND HYBRID CAR MAKERS SAW A DECREASE IN SALES DURING 2014 COMPARED TO 2013

UP

AUDI A3
UP 32%
42,344 sold 2014
32,030 sold 2013

AUDI Q5
UP 27%
8,282 sold 2014
6,480 sold 2013

BMW 3 SERIES GT
UP 58%
3,204 sold 2014
2,020 sold 2013

BMW X5
UP 58%
6,686 sold 2014
4,221 sold 2013

CHRYSLER GRAND VOYAGER
UP 41%
511 sold 2014
362 sold 2013

CITROËN C4 PICASSO & GRAND C4 PICASSO
UP 87%
19,165 sold 2014
10,239 sold 2013

DACIA LOGAN
UP 382%
2,516 sold 2014
521 sold 2013

HYUNDAI ix35
UP 26%
16,890 sold 2014
13,379 sold 2013

HYUNDAI SANTA FE
UP 67%
2,919 sold 2014
1,744 sold 2013

JEEP GRAND CHEROKEE
UP 41%
1,679 sold 2014
1,189 sold 2013

KIA SOUL
UP 98%
2,851 sold 2014
1,433 sold 2013

KIA CARENS
UP 52%
2,549 sold 2014
1,674 sold 2013

KIA OPTIMA
UP 64%
834 sold 2014
507 sold 2013

KIA SORENTO
UP 33%
3,105 sold 2014
2,327 sold 2013

MAZDA3
UP 61%
9,174 sold 2014
5,674 sold 2013

MAZDA6
UP 38%
8,157 sold 2014
5,907 sold 2013

MAZDA CX-5
UP 26%
7,769 sold 2014
6,160 sold 2013

MERCEDES-BENZ A-CLASS
UP 46%
26,696 sold 2014
18,208 sold 2013

MERCEDES-BENZ S-CLASS
UP 73%
2,709 sold 2014
1,558 sold 2013

MG6
UP 84%
536 sold 2014
291 sold 2013

MITSUBISHI ASX
UP 56%
4,230 sold 2014
2,707 sold 2013

MITSUBISHI OUTLANDER
UP 247%
8,016 sold 2014
2,306 sold 2013

MITSUBISHI SHOGUN
UP 60%
1,542 sold 2014
963 sold 2013

NISSAN LEAF
UP 123%
4,051 sold 2014
1,812 sold 2013

NISSAN NOTE
UP 85%
23,309 sold 2014
12,542 sold 2013

PEUGEOT 2008
UP 359%
17,419 sold 2014
3,792 sold 2013

RANGE ROVER SPORT
UP 35%
10,821 sold 2014
7,992 sold 2013

RENAULT CAPTUR
UP 210%
20,466 sold 2014
6,589 sold 2013

RENAULT CLIO
UP 25%
29,017 sold 2014
23,204 sold 2013

SEAT LEON
UP 50%
23,125 sold 2014
15,336 sold 2013

SKODA CITIGO
UP 29%
9,848 sold 2014
7,610 sold 2013

SKODA OCTAVIA
UP 46%
20,984 sold 2014
14,280 sold 2013

SSANGYONG KORANDO
UP 87%
892 sold 2014
477 sold 2013

SUBARU FORESTER
UP 32%
1,210 sold 2014
912 sold 2013

TOYOTA LAND CRUISER
UP 46%
787 sold 2014
539 sold 2013

VAUXHALL AMPERA
UP 114%
531 sold 2014
247 sold 2013

VAUXHALL MOKKA
UP 141%
33,857 sold 2014
13,999 sold 2013

VAUXHALL ZAFIRA TOURER
UP 157%
16,061 sold 2014
6,228 sold 2013

VOLKSWAGEN SHARAN
UP 25%
3,110 sold 2014
2,471 sold 2013

VOLKSWAGEN TIGUAN
UP 23%
16,954 sold 2014
13,783 sold 2013

VOLKSWAGEN TOUAREG
UP 28%
3,635 sold 2014
2,836 sold 2013

VOLVO V40
UP 39%
18,091 sold 2014
12,972 sold 2013

VOLVO XC60
UP 76%
9,964 sold 2014
5,632 sold 2013

- Of the SEAT Mii, Skoda Citigo and Volkswagen up! trio, it's the latter that was most popular in 2014, with sales of 3,324, 9,848 and 22,461 respectively.
- Sales of the five-door version of the Toyota Aygo rocketed by over 36 per cent in 2014.
- Over 50 per cent of Citroën DS 3 hatchback sales are of the diesel editions, with 37 per cent of Cabrio buyers opting for diesel power.
- Despite being replaced within months, Suzuki's Alto sales increased by more than six per cent to 14,330, outselling cars like the Vauxhall Adam.
- Out of a total of 44,005 Fiat 500 registrations, just 202 of them were diesel powered.
- Two thirds of all Mitsubishi Outlander sales are for the PHEV plug-in hybrid electric vehicle version, with the remaining third for the diesel edition.

- SEAT's Mii seems to be stalling in the showrooms, with sales down by over 11 per cent compared to 2013.
- Both the Audi Q3 and Q5 saw a rise in sales, with the latter up by 27 per cent in particular last year.
- Ford Kuga registrations sensationally increased by 75 per cent compared to 2014.
- While just 11 per cent of Sandero hatchback buyers opted for the diesel editions, by contrast 57 per cent of customers chose diesel power for the more ruggedly styled Sandero Stepway models.
- Out of a total of 12,598 Hyundai i30s registered last year, just 106 of them were of the three-door edition, of which 60 were diesel powered.
- Sales of the A3 are up by almost a third in 2014, with more than 10,000 extra examples sold compared to 2013.
- Every model in the SsangYong line-up saw an increase in sales during 2014 compared to 2013.
- 69 per cent of Audi A8 models are sold in standard wheelbase guise, with the remaining 31 per cent coming in long wheelbase form.
- Over 37 per cent of all BMW 120d models sold in 2014 were equipped with xDrive four-wheel-drive.
- Volkswagen's Golf GTD accounted for 20 per cent of all Golf diesel sales last year, while the ultra-frugal BlueMotion editions made up just under four per cent.
- 40 per cent of BMW i3s were the pure-electric variety, with the remaining 60 per cent the Range Extending edition.
- More than 47 per cent of all Lexus CT 200h sales were made up of the special value Advance models.
- Two thirds of all Volkswagen Beetle sales are of the hatchback, with the remaining third of the Beetle Cabriolet.
- Of all SEAT Leon five-door hatchback models registered, just under a third are the sportier FR editions, compared to 62 per cent of all SC three-door versions and 30 per cent for the ST estate.
- The luxurious XY version of the Peugeot 208 accounts for over 35 per cent of all three-door diesel sales, making it the most popular trim level, while the Active model is bought most on the five-door edition, accounting for 42 per cent of the model mix. By contrast, 50 per cent of buyers opt for the Peugeot 2008 in upmarket Allure trim.
- Interestingly, 37 per cent of all Nissan Juke buyers choose the most expensive top-spec Tekna trim, 25 per cent opt for Acenta Premium, 21 per cent choose n-tec, 10 per cent Acenta and the remaining seven per cent select the entry-level Visia specification.
- More than 55 per cent of Audi A1 1.6 TDI buyers opted for mid-range Sport trim last year, with 37 per cent of buyers choosing S line and S line Style specifications, with just under six per cent selecting entry-level SE trim. The remaining buyers opted for the Contrast Edition Plus special edition model.

DOWN

	FIAT QUBO DOWN 50% 338 sold 2014 680 sold 2013	MINI COUPÉ DOWN 41% 1,111 sold 2014 1,906 sold 2013	SEAT ALTEA & ALTEA XL DOWN 51% 889 sold 2014 1,819 sold 2013
CHRYSLER YPSILON DOWN 25% 1,411 sold 2014 1,905 sold 2013	FIAT DOBLÒ DOWN 34% 459 sold 2014 700 sold 2013	MINI ROADSTER DOWN 46% 1,277 sold 2014 2,380 sold 2013	SKODA FABIA DOWN 23% 16,140 sold 2014 20,972 sold 2013
CHRYSLER 300C DOWN 72% 53 sold 2014 194 sold 2013	JEEP COMPASS DOWN 26% 457 sold 2014 618 sold 2013	PEUGEOT 3008 DOWN 26% 9,668 sold 2014 13,131 sold 2013	TOYOTA PRIUS+ DOWN 26% 817 sold 2014 1,108 sold 2013
CITROËN C4 DOWN 23% 4,072 sold 2014 5,317 sold 2013	LEXUS LS DOWN 43% 43 sold 2014 76 sold 2013	PEUGEOT 508 DOWN 55% 1,915 sold 2014 4,280 sold 2013	VAUXHALL ANTARA DOWN 63% 2,977 sold 2014 8,095 sold 2013
CITROËN C5 DOWN 45% 276 sold 2014 510 sold 2013	MAZDA5 DOWN 22% 671 sold 2014 865 sold 2013	PEUGEOT 5008 DOWN 32% 2,196 sold 2014 3,248 sold 2013	VAUXHALL ZAFIRA DOWN 44% 15,031 sold 2014 27,202 sold 2013
CITROËN DS 4 DOWN 41% 2,577 sold 2014 4,370 sold 2013	MERCEDES-BENZ CLS-CLASS DOWN 47% 2,279 sold 2014 4,307 sold 2013	PEUGEOT RCZ DOWN 26% 1,807 sold 2014 2,460 sold 2013	VOLKSWAGEN EOS DOWN 29% 348 sold 2014 491 sold 2013
CITROËN DS 5 DOWN 43% 1,247 sold 2014 2,217 sold 2013	MINI CONVERTIBLE DOWN 26% 3,508 sold 2014 4,766 sold 2013	SEAT TOLEDO DOWN 26% 1,505 sold 2014 2,035 sold 2013	VOLKSWAGEN PHAETON DOWN 71% 31 sold 2014 107 sold 2013

BESTSELLERS 2014

LARGE CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Vauxhall Insignia	22,007	0	2,757	24,764
2 Ford Mondeo	10,476	18	296	10,776
3 Volkswagen Passat	8,563	0	53	8,616

CITY CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Fiat 500	202	0	43,803	44,005
2 Hyundai i10	0	0	25,030	25,030
3 Volkswagen up!	0	92	22,369	22,461

COMPACT EXECUTIVE CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 BMW 3 Series	23,922	62	3,730	27,714
2 Mercedes-Benz C-Class	15,224	112	3,176	18,512
3 Audi A4	11,994	0	925	12,919

SMALL CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Ford Fiesta	13,576	0	117,678	131,254
2 Vauxhall Corsa	7,207	0	74,576	81,783
3 Volkswagen Polo	5,126	0	42,878	48,004

LARGE EXECUTIVE CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Mercedes-Benz E-Class	13,126	1,500	824	15,450
2 BMW 5 Series	14,358	73	997	15,428
3 Jaguar XF	10,032	0	259	10,291

PREMIUM SMALL CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 MINI Hatch	8,248	0	19,869	28,117
2 Audi A1	8,861	0	15,515	24,376
3 Citroën DS 3	10,038	0	9,939	19,977

LUXURY CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Mercedes-Benz S-Class	1,758	504	447	2,709
2 BMW 7 Series	1,087	57	81	1,225
3 Jaguar XJ	1,077	0	104	1,181

MEDIUM CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Ford Focus	32,159	11	41,513	73,683
2 Volkswagen Golf	44,724	53	21,563	66,340
3 Vauxhall Astra	14,082	0	26,315	40,397

MEDIUM ESTATE CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Ford Focus	8,176	0	3,281	11,457
2 Skoda Octavia	9,700	0	1,230	10,930
3 Vauxhall Astra	4,777	0	522	5,299

PREMIUM MEDIUM CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Audi A3	24,081	66	11,758	35,905
2 BMW 1 Series	22,518	0	11,567	34,085
3 Mercedes-Benz A-Class	21,905	0	4,791	26,696

LARGE ESTATE CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Volkswagen Passat	10,981	0	61	11,042
2 Vauxhall Insignia	6,147	0	46	6,193
3 Hyundai i40	3,701	0	0	3,701

COMPACT EXECUTIVE ESTATE CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 BMW 3 Series	9,964	0	759	10,841
2 Audi A4	7,871	0	571	8,442
3 Mercedes-Benz C-Class	5,439	2	759	6,200

LARGE EXECUTIVE ESTATE CARS

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Audi A6	6,191	0	0	6,191
2 BMW 5 Series	5,098	0	74	5,172
3 Mercedes-Benz E-Class	3,637	593	152	4,382

COUPES

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 BMW 4 Series	7,127	0	3,587	10,714
2 Vauxhall GTC	3,955	0	5,520	9,475
3 Mercedes-Benz C-Class	5,193	0	1,620	6,813

CONVERTIBLES

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Mercedes-Benz SLK-Class	3,791	0	1,660	5,451
2 Mercedes-Benz E-Class	4,064	0	389	4,453
3 BMW 4 Series	2,077	0	1,556	3,633

COMPACT MPV

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Nissan Note	4,830	0	18,479	23,309
2 Ford B-MAX	2,443	0	11,248	13,691
3 Vauxhall Meriva	1,287	0	7,003	8,290

MEDIUM MPV

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Citroën C4 Picasso/ Grand C4 Picasso	18,914	0	251	19,165
2 Ford C-MAX/Grand C-MAX	13,596	0	4,754	18,350
3 Vauxhall Zafira Tourer	12,337	0	3,724	16,061

LARGE MPV

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Ford S-MAX	7,799	0	245	8,044
2 Ford Galaxy	6,141	0	104	6,245
3 Volkswagen Sharan	3,084	0	26	3,110

COMPACT CROSSOVER

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Nissan Juke	16,632	0	22,631	39,263
2 Vauxhall Mokka	14,946	0	18,911	33,857
3 Renault Captur	13,575	0	6,891	20,466

MEDIUM CROSSOVER

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Nissan Qashqai	33,557	0	16,352	49,909
2 Ford Kuga	22,900	0	1,453	24,353
3 Kia Sportage	18,246	0	3,329	21,575

LARGE SUV

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Volvo XC60	9,926	0	38	9,964
2 Mitsubishi Outlander	2,652	5,364	0	8,016
3 Kia Sorento	3,105	0	0	3,105

EXECUTIVE SUV

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Land Rover Discovery	7,697	0	4	7,701
2 BMW X5	6,643	0	43	6,686
3 Mercedes-Benz M-Class	4,641	0	187	4,828

LUXURY SUV

	Diesel sales	Alternative fuel sales	Petrol sales	Total sales
1 Range Rover Sport	10,215	54	552	10,821
2 Range Rover	6,150	39	668	6,857
3 Mercedes-Benz GL-Class	588	0	118	706

IN THE PIPELINE

D Alfa Romeo Large Car	New model	2016
D Alfa Romeo Crossover	New model	2016
D Audi A1	Facelift	Spring 2015
P Audi A1 1.0 TFSI	New derivative	Summer 2015
D Audi A4	New model	Summer 2015
D Audi A4 Avant	New derivative	2015
D Audi A5	New model	2015
D Audi Q1	New model	2016
D Audi Q3	Facelift	Spring 2015
D Audi Q5	New model	2016
D Audi Q7	New model	Summer 2015
D Audi Q7 3.0 TDI (215bhp)	New derivative	Autumn 2015
DE Audi Q7 e-tron quattro plug-in hybrid	New derivative	2015
D Audi TT Roadster	New model	March 2015
D BMW 1 Series	Facelift	March 2015
D BMW 2 Series Active Tourer 7-seat	New model	Autumn 2015
D BMW 2 Series Convertible	New model	February 2015
D BMW 3 Series	Facelift	Summer 2015
D BMW 5 Series	New model	2016
D BMW 6 Series	Facelift	March 2015
D BMW 7 Series	New model	Winter 2015
D BMW X1	New model	Summer 2015
D BMW X6 xDrive40d	New engine	2015
D BMW X7	New model	2016
D Chrysler 300C	Facelift	Summer 2015
D Citroën C3 Picasso	New model	Autumn 2015
D Citroën Berlingo Multispace	Facelift	2015
D Citroën C4	Facelift	Spring 2015
D Citroën DS4	Facelift	Autumn 2015
D Citroën DS5	Facelift	Summer 2015
D Fiat 500	New model	2016
D Fiat 500X	New model	April 2015
P Ford Ka	New model	2016
D Ford EcoSport	Facelift	Autumn 2015
D Ford Focus ST Diesel	New derivative	February 2015
D Ford C-MAX	Facelift	Spring 2015
D Ford Mondeo 1.5 TDCi	New engine	April 2015
D Ford Mondeo 4x4	New derivative	April 2015
D Ford Mondeo 2.0 TDCi Twin Turbo	New derivative	April 2015
D Ford Mondeo Vignale	New derivative	June 2015
D Ford S-MAX	New model	Spring 2015
D Ford S-MAX Vignale	New derivative	2015
D Ford Galaxy	New model	Summer 2015
D Ford Edge	New model	Winter 2015
D Ford Ranger	Facelift	Autumn 2015
D Honda Civic	Facelift	March 2015
D Honda HR-V	New model	Summer 2015
D Honda CR-V	Facelift	March 2015
D Hyundai i20 3-door	New derivative	March 2015
D Hyundai i30	Facelift	Spring 2015
D Hyundai i40	Facelift	Spring 2015
D Hyundai ix35	New model	Summer 2015
D Infiniti Q30	New model	2015
D Infiniti QX30	New model	2015
D Jaguar XE	New model	Summer 2015
D Jaguar XE Sportbrake	New derivative	2016
D Jaguar XF	New model	Summer 2015
D Jaguar XJ	Facelift	Spring 2015
D Jaguar F-Pace	New model	2016
D Jeep Renegade	New model	February 2015
D Jeep Grand Cherokee	Facelift	Winter 2015
D Kia cee'd	Facelift	2015
D Kia pro_cee'd	Facelift	2015
D Kia Optima	New model	Summer 2015
D Kia Sportage	New model	Winter 2015
D Kia Sorento	New model	April 2015
D Land Rover Defender Heritage	New derivative	August 2015
D Land Rover Defender Adventure	New derivative	August 2015
D Land Rover Defender Autobiography	New derivative	April 2015
D Land Rover Defender	New model	2016
D Land Rover Discovery Sport eD4	New engine	2015
D Land Rover Discovery	New model	2016
PE Lexus RC	New model	2015
PE Lexus RX	New model	2016
D Mazda2	New model	Spring 2015
D Mazda5	New model	2016
D Mazda6	Facelift	February 2015
D Mazda CX-3	New model	2015
D Mazda CX-5	Facelift	Spring 2015
D Mercedes-Benz A-Class	Facelift	Autumn 2015
D Mercedes-Benz CLA Shooting Brake	New derivative	March 2015
D Mercedes-Benz CLA SB 4MATIC	New derivative	Autumn 2015
PE Mercedes-Benz C-Class Plug-In Hybrid	New derivative	April 2015
D Mercedes-Benz C-Class Coupé	New derivative	Winter 2015
D Mercedes-Benz C-Class Convertible	New derivative	2015
D Mercedes-Benz GLC-Class	New model	Autumn 2015
D Mercedes-Benz GLE-Class	Facelift	Summer 2015
D Mercedes-Benz GLE-Class Coupé	New derivative	Summer 2015
PE Mercedes-Benz GLE Plug-In Hybrid	New derivative	2015
D Mercedes-Benz V-Class	New model	July 2015

RUMOUR MILL

DACIA
A new edition of the Duster is set to arrive called the Lauréate Prime. Powered by the familiar 1.5-litre dCi engine, it will be offered in both two- and four-wheel-drive. At the same time, Lauréate Prime editions of the Sandero hatchback and Logan estate will be launched.

HONDA
When the revised 2015 editions of the Civic go on sale in the spring, there will be a choice S, SE Plus, Sport, SR and EX Plus. Final prices and specifications have yet to be announced, but prices are expected to be cut compared to the outgoing version to boost its value for money.

JEEP
A special edition version of the Wrangler and Wrangler Unlimited is due to be announced by Jeep, called the X Edition. Powered by the 2.8-litre CRD engine, it is inspired by the X Games with a range of extra equipment. Specifications are due to be announced shortly.

If you've made your mind up that you want to treat yourself to a new car, then check out these pages to see what's coming soon. Here we highlight all of the upcoming new models that the dealers don't want you to know about, as they would prefer to shift the soon to be obsolete metal languishing in their showrooms. Don't be surprised if the salesman pretends not to know anything about them, but rest assured, our information is rock solid and has been gleaned from those in the know and company insiders. You won't find a more comprehensive guide to the diesel, sub-100g/km and alternative fuel market in the business.

JAGUAR XE

D MINI Clubman	New model	Summer 2015
D MINI Convertible	New model	2015
D MINI Countryman	New model	2016
D Mitsubishi ASX	New model	2015
D Mitsubishi L200	New model	2015
P Nissan Micra	New model	2016
D Nissan Navara	New model	2015
D Peugeot B-Sector MPV	New model	Autumn 2015
D Peugeot RCZ	New model	2016
D Peugeot Partner Tepee	Facelift	2015
PE Porsche Macan S e-Hybrid	New derivative	2015
D Porsche Panamera	New model	2016
D Range Rover Evoque	Facelift	Summer 2015
D Range Rover Evoque Cabriolet	New derivative	Summer 2015
D Renault Megane	New model	2016
D Renault Medium Crossover	New model	Summer 2015
D Renault Scenic	New model	2015
P SEAT Mii	Facelift	2015
D SEAT Ibiza	Facelift	Summer 2015
D SEAT Ibiza	New model	2017
D SEAT Medium SUV	New model	2016
D SEAT Alhambra	Facelift	2015
P Skoda Citigo	Facelift	2015
D Skoda Fabia	New model	February 2015
D Skoda Fabia Estate	New derivative	March 2015
D Skoda Fabia GreenLine	New derivative	Autumn 2015
D Skoda Fabia Monte Carlo	New derivative	Summer 2015
D Skoda Superb	New model	September 2015
D Skoda Large SUV	New model	2016
P smart fortwo cabrio	New derivative	Spring 2015
E smart fortwo electric drive	New derivative	2016
D SsangYong Tivoli	New model	June 2015
D Subaru Levorg	New model	Autumn 2015
D Subaru Forester 2.0D Lineartronic	New derivative	April 2015
D Subaru Outback	New model	April 2015
P Suzuki Celerio DualJet	New derivative	April 2015
P Suzuki City Car	New model	2016
P Suzuki Swift	New model	2017
D Suzuki Medium Car	New model	Spring 2016
D Suzuki Vitara	New model	April 2015
E Tesla Model X	New model	Autumn 2015
D Toyota Auris	Facelift	2015
PE Toyota Prius	New model	Winter 2015
D Toyota Avensis	Facelift	Summer 2015
H Toyota Mirai	New model	Summer 2015
D Toyota Hilux	New model	2015
P Vauxhall Viva	New model	Summer 2015
D Vauxhall Corsa	New model	Spring 2015
D Vauxhall Meriva	New model	2016
D Vauxhall Astra	New model	Autumn 2015
D Vauxhall Astra Sports Tourer	New derivative	2016
D Vauxhall Mokka 1.6 CDTi	New engine	Spring 2015
D Vauxhall Zafira	New model	2016
D Vauxhall Insignia	New model	2016
P Volkswagen up!	Facelift	2015
P Volkswagen Polo BlueMotion 1.0 TSI	New derivative	March 2015
PE Volkswagen Golf GTE Plug-In Hybrid	New derivative	March 2015
D Volkswagen Golf GTD Estate	New derivative	June 2015
D Volkswagen Golf Alltrack	New model	Summer 2015
D Volkswagen Passat BlueMotion	New derivative	Summer 2015
PE Volkswagen Passat GTE Plug-In Hybrid	New derivative	October 2015
D Volkswagen Passat Alltrack	New derivative	2015
D Volkswagen Touran	New model	2015
D Volkswagen Sharan	Facelift	2015
D Volkswagen Tiguan	New model	2015
D Volvo D2, D3, D5 engines	New engine	May 2015
D Volvo S60	New model	2017
D Volvo S60 Cross Country	New derivative	2015
D Volvo S90	New model	2016
D Volvo V40	Facelift	Autumn 2015
D Volvo V60	New model	2017
D Volvo V60 Cross Country	New derivative	June 2015
D Volvo V90	New model	2016
D Volvo XC40	New model	2017
D Volvo XC60	New model	2017
D Volvo XC90	New model	April 2015

MERCEDES-BENZ CLA-CLASS SHOOTING BRAKE

PEUGEOT
As the deadline for the introduction of Euro 6 engines looms, Peugeot is getting ready to install its 1.6-litre BlueHDi 120 engine in the 3008 crossover and 5008 MPV. It will be offered in three trim levels in both vehicles – Access, Active and Allure, and arrives soon.

RENAULT
A more powerful edition of the Captur crossover is waiting in the wings, powered by a 109bhp edition of the 1.5-litre dCi engine. It'll be offered with a choice of Dynamique MediaNav, Dynamique S MediaNav and top-spec Signature trim levels. It'll be competing against similarly powered rivals like the Nissan Juke, Peugeot 2008 and MINI Countryman.

EURO 6 WATCH

37%
Percentage of models listed in our data files that meet the latest Euro 6 emissions regulations

WHAT'S NEW

FORD

A new entry-level Zetec edition of the Ford EcoSport has been introduced to sit alongside the Titanium model, which itself has had a hike in equipment, as well as a price increase of £550. The new Zetec version lowers the entry-point for diesel EcoSport ownership to £15,745 and includes 16-inch alloy wheels, air conditioning, electric mirrors, front fog lights, electric windows front and rear and a leather steering wheel. The newly enhanced Titanium trim costs £17,045 and gains 17-inch alloy wheels, automatic headlights and wipers, an auto-dimming rear view mirror and cruise control, as well as half leather upholstery compared to the outgoing car, bringing the specification close to the Titanium with X Pack model that has now been deleted. The new models are both available to order now.

JAGUAR

In a final swansong before the current XF is replaced by an all-new model later this year, Jaguar has announced a revised line-up, including the axing of the entry-level SE and SE Business trim levels, the deletion of the Premium Luxury trim level and notification that the 237bhp 3.0-litre V6 diesel engine is no longer offered. But it's not all bad news, as a new R-Sport Black model joins the line-up, and Portfolio editions get more than £3,000 shaved off their price tags, and yet receive a boost in equipment. The new R-Sport Black model comes with the 197bhp 2.2-litre turbodiesel engine and is offered in both saloon and Sportbrake estate. Costing £38,350 and £40,850 respectively, the newcomer costs £2,100 more than the R-Sport model it is based upon. Extra equipment includes 20-inch alloy wheels, a 770-watt Meridian Audio surround sound system, black pack, leather upholstery with memory seats and metallic paint. Jaguar calculates that the extra equipment would normally cost £8,770 if specified separately.

All XF models now come with the winter pack and parking pack as standard, which means that a heated front windscreen and heated seats are now included, while parking sensors front and rear and a reversing camera are also provided. On Luxury versions, the 197bhp 2.2-litre diesel variants now feature 18-inch alloy wheels, and R-Sport models include 19-inch items, with both trim levels now including gloss dark oak veneer trim to the dashboard, doors and centre console. Portfolio editions now include a blind spot monitor and 19-inch alloy wheels, but all versions except the Diesel S lose the suede headlining and 770-watt Meridian Audio surround system in favour of a 380-watt set-up. Prices start at £33,445 for the 2.2 Diesel Luxury saloon with 161bhp engine, and rise to £51,995 for the Sportbrake 3.0 V6 Diesel S Portfolio, packing 271bhp and 443lb ft of torque.

INFINITI

Following its debut at the Paris motor show in October, the new QX70S Design is now arriving in UK Infiniti showrooms. Dark chrome is the dominant theme in this special model, with the front grille, fog light surrounds, side sills, rear number plate appliqué and side air vents all using the finish, while the headlights have a smoked effect and the 21-inch six-spoke alloy wheels come in black to match the door mirrors and roof rails. On the inside, there's a black lacquered finish to the centre console and purple stitching for the steering wheel, seats and armrest. Powered by the same 235bhp 3.0-litre V6 diesel engine as the rest of the line-up, the newcomer is priced at £49,620, just £700 more than the S Premium model it is based around.

KIA

Prices have been announced for the revised range of Rio superminis, featuring reprofiled front and rear bumpers, a new range of seat upholstery and improvements to the centre console, including a gloss black finish, to give a higher quality feel. There's a new design for the alloy wheels on level 3 and 4 models, and satellite navigation with a seven-inch touchscreen and reversing camera is now standard on those models, too. DAB digital radio and tyre pressure monitors become standard equipment on all derivatives, while level 1, 1 Air and 2 grades now have heated mirrors. A big pat on the back is deserved for standardising a space-saver spare wheel on all versions of the Rio, except the eco-special Rio 1, which utilises a special wheel and tyre combination to achieve its excellent 86g/km and 88.3mpg efficiency figures. The 74bhp 1.1-litre CRDi engine is offered on level 1, 1 Air and 2 trim levels, while an 89bhp 1.4-litre CRDi unit comes on tier 2, 3 and 4 versions. While five-door models are offered with all of the combinations, a single level 3 1.4 CRDi model is offered in three-door guise. Compared to the outgoing model, prices rise by £250 on 1, 1 Air and 2 models, and £750 for the level 3 and 4 editions, meaning a starting price of £12,245 for the Rio 1 1.1 CRDi five-door and rising to £17,445 for the Rio 4 1.4 CRDi five-door. All diesel versions now quality for free vehicle excise duty, thanks to the sub-100g/km CO_2 emissions. The revised range of Rios are in Kia showrooms now.

KIA

It's a model frenzy for Kia right now, with the launch of a revised Venga mini-MPV, following its debut at the Paris motor show in October. The front-end is a lot more striking than before, with a revised front bumper and tiger-nose grille. At the rear, there's a new chrome strip that runs between the rear light clusters and a new level 4 trim joins the line-up at the top of the range. Compared to before, the diesel line-up has been slimmed down to just three regular trim levels – grades 2, 3 and 4. The two upper versions adopt the 114bhp 1.6-litre CRDi engine, with the level 2 model featuring the 89bhp 1.4-litre CRDi unit. Extra equipment added to level 3 models, and the introduction of a flagship 4 grade mean that satellite navigation with a seven-inch touchscreen and reversing camera comes as standard, as does automatic headlights and a new black treatment for the centre console. All Vengas now include tyre pressure monitors, as well as DAB digital radio, and all diesel editions feature a fresh design for the alloy wheels and a pair of new exterior colours – Space Blue and Sirius Silver. The new level 4 model also has keyless entry and start, a panoramic sunroof, heated steering wheel, chrome exterior door handles and part leather upholstery. Prices now kick off at £15,195 for the Venga 2 1.4-litre CRDi model. All models come with Kia's now famous seven-year, 100,000 mile warranty and is available to order immediately.

KIA

A new year and a fresh range of special editions models for the Kia line-up, all wearing the SR7 badge. Replacing the VR7 editions in the line-up, there are diesel SR7 versions of the Rio, Venga, cee'd, and Carens. The Rio SR7 is equipped with the 74bhp 1.1-litre CRDi engine and costs £13,745 – an increase of £700 compared to the Rio 1 Air that it is based upon, but with a lengthy list of extra standard equipment including 15-inch alloy wheels, rear privacy glass, a chrome front grille, leather steering wheel and soft-touch dashboard, as well as rear parking sensors and automatic headlights. The Venga SR7 becomes the cheapest diesel model in the line-up, costing £14,895 and paired to the 89bhp 1.4-litre CRDi engine. Standard equipment includes 16-inch alloy wheels, automatic headlights, rear privacy glass, electric windows front and rear, and a leather steering wheel, in addition to air conditioning, rear parking sensors and Bluetooth mobile phone connectivity. The cee'd SR7 edition utilises the 89bhp 1.4-litre CRDi engine, too, costs £16,940 and is paired exclusively to the five-door hatchback body in diesel guise. It's based on the entry-level 1 trim, but also includes 16-inch alloy wheels, rear privacy glass, automatic headlights, electric windows front and rear, cornering lights, a leather steering wheel, gearknob and handbrake lever and LED daytime running lights, as well as air conditioning and Bluetooth mobile phone connectivity that already comes as standard on the lead-in model. Finally, the Carens SR7 is based on the cheapest model in the line-up, grade 1, and costs £20,690 – a price premium of £1,100. Additional equipment includes rear parking sensors, 16-inch alloy wheels, roof rails, rear privacy glass, automatic headlights and wipers, front fog lights and dual-zone climate control. All of the SR7 models are in Kia showrooms and available to buy now.

PRIC£ CHANG£$

BMW

Selected versions of the BMW line-up have received a rise in price, with the 2 Series Coupé, most 3 Series saloons and Tourers, 4 Series Coupé, Convertible and GT all costing more. The 5 Series saloon and Touring also go up in price, as does the X3 and X4 SUVs. All 2 Series Coupés cost £150 extra, some 3 Series saloons and Tourers, as well as the 4 Series range, rise by £700, while the X3 and X4 are priced at £300 more than before. The prices of 5 Series models rise by between £125 and £600, depending on model. The cheapest edition of each line consists of the 218d SE Coupé at £24,415, the 316d ES saloon at £26,275, 418d SE Gran Coupé at £31,695 and 518d SE saloon at £30,865, while the X3 sDrive18d SE is priced at £31,295 and the X4 xDrive20d SE wears a price tag of £36,895.

CITROËN

The cost of all C4 Cactus models rise by £100, meaning the cheapest diesel edition costs £15,490 for the Touch BlueHDi 100, while the most expensive version, the Feel e-HDi 92 ETG6, is priced at £18,290. At the same time, the cost of the entry-level C5 saloon and Tourer, the VTR Techno Pack HDi 115, is now £200 higher, priced at £21,670 and £22,770, respectively.

FORD

The Fiesta, Tourneo Connect and Ranger pick-up all cost more as a result of a price increase. All editions of the Fiesta supermini rise by £150, the Tourneo Connect by £200 and the Ranger by £571. This results in the cheapest diesel Fiesta costing £13,845 for the Style 1.5 TDCi three-door, rising to £17,895 for the Titanium X 1.6 TDCi five-door. The lowest priced Tourneo Connect, the Style 1.6 TDCi is now £14,945 (previously £14,745), and the Ranger Double Cab XL 2.2 TDCi 4x4 has a price tag of £23,945, including VAT.

KIA

All versions of the Kia Soul, excluding the newly launched EV, cost £200 more, with the Connect 1.6 CRDi priced at £16,600, up from £16,400. At the same time, all cee'd and pro_cee'd models also rise by the same amount, meaning the cheapest cee'd costs £16,095 in cee'd 1 1.4 CRDi guise, while the flagship cee'd Sportswagon 4 Tech 1.6 CRDi is now priced at £25,195, previously £24,995. The pro_cee'd S 1.6 CRDi kicks off at £18,995, with the flagship SE Tech 1.6 CRDi priced at £23,095.

MAZDA

Prices of all Mazda6 models rise with immediate effect, with the SE editions costing £200 more, SE-L version priced at £400 extra and the flagship Sport Nav rising by £500. The 6 2.2 Diesel SE saloon is now priced at £22,295, previously £22,095, while the 6 Tourer 2.2 Diesel SportNav Automatic costs £28,795, up from £28,295.

NISSAN

The cost of all Juke models, except the mid-range Acenta, have been increased by Nissan, with the entry-level Visia now priced at £15,520 – up £200 from £15,520. The flagship Tekna model rises to £19,160, an increase of £100, and the Acenta Premium version rises by £250 to £18,115. All editions continue to be powered by the 109bhp 1.5-litre dCi engine.

SKODA

It's price rise time at Skoda, with the Rapid, Rapid Spaceback, Octavia, Yeti and some Superb models costing extra. The cost of all Rapid versions now cost £160 more, with the cheapest edition costing £16,015 for the S 1.6 TDI CR, with the Spaceback SE Sport 1.6 TDI CR GreenTech priced at £19,540. All Superb Laurin & Klement models cost £130 more, with the Yeti rising by £200 on all versions except the Laurin & Klement, which cost £330 extra. All Octavia models now cost £215 more, with the exception of the vRS and Laurin & Klement which are now priced at £345 more.

GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every penny out of the dealer.

BMW 220d SE Coupé

Ford EcoSport Titanium with X Pack 1.5 TDCi

Infiniti Q50 SE Executive 2.2d

Infiniti Q50 Premium Executive 2.2d

Infiniti Q50 Premium Executive Hybrid

Infiniti Q70 (All previous generation models)

Jaguar XF 2.2 Diesel SE (Saloon and Sportbrake)

Jaguar XF 2.2 Diesel SE Business (Saloon and Sportbrake)

Jaguar XF 3.0 V6 Diesel Luxury (Saloon and Sportbrake)

Jaguar XF 3.0 V6 Diesel R-Sport (Saloon and Sportbrake)

Jaguar XF 2.2 Diesel Premium Luxury (Saloon and Sportbrake)

Jaguar XF 3.0 V6 Diesel Premium Luxury (Saloon and Sportbrake)

Jaguar XF 3.0 V6 Diesel S Premium Luxury (Saloon and Sportbrake)

Jaguar XF 3.0 V6 Diesel Portfolio (Saloon and Sportbrake)

Kia Rio (All previous generation models)

Kia Venga (All previous generation models)

Kia cee'd VR7 1.4 CRDi

Kia Carens 3 SatNav 1.7 CRDi

Peugeot 208 XY 1.6 e-HDi 3-door

Peugeot 208 Feline 1.6 e-HDi 5-door

Skoda Fabia (All previous generation models)

Skoda Superb Estate Outdoor 2.0 TDI 4x4

Skoda Superb Estate Outdoor 2.0 TDI 4x4 Auto

Suzuki SX4 S-Cross 1.6 DDiS SZ3

Suzuki SX4 S-Cross 1.6 DDiS SZ4

Vauxhall Zafira Tourer 2.0 CDTi 162bhp (All manual gearbox editions)

Vauxhall Zafira Tourer 2.0 CDTi BiTurbo (All editions)

LAND ROVER

As the Defender enters its last year in production, and before the last example rolls off the production lines in December, Land Rover is celebrating its 67 years of production in style with a trio of limited editions. The Heritage, Adventure and Autobiography Editions all have distinctly unique styling and character and are available to order now, powered by the familiar 2.2-litre turbodiesel engine. The Autobiography Edition will be limited to just 80 examples and features an uprated 148bhp version of the engine, with 295lb ft of torque. Sold exclusively with the 90 Station Wagon bodystyle, it arrives in showrooms in April, and features a Windsor leather interior, semi-aniline leather seats with an embossed Autobiography logo and a black central information panel. And while the upper part of the exterior – grille, headlight surrounds, wheelarches, upper body and rear door – are finished in Santorini black paint, there's a choice of unique colours for the rest of the vehicle. Other distinguishing features include seven-inch LED projector headlights, clear indicator lenses and the Defender bonnet logo in a specially machined bright finish, while the door handles and fuel filler cap have an aluminium finish. There's an Autobiography badge for the rear, while 16-inch alloy wheels and privacy glass come as standard. But there's a price to pay for this exclusivity and that is an eye-watering £61,845 price tag. Next up is the Adventure Edition, and this comes in three bold metallic colours – grey, white or orange. Each of them feature a black grille, surround, bonnet, roof and rear door, as well as the headlight surrounds and wheel arches. There's an Expedition-style roof rack, snorkel and rear ladder, as well as sump guards and sill protectors, while on 110 Station Wagon editions, there are seven seats. Gloss black alloy wheels set this special Defender off nicely, and are combined with Goodyear tyres that feature the logo in white. Short wheelbase 90 versions get the power upgrade like the Autobiography, so feature 148bhp and 295lb ft of torque, and the first vehicles hit the showrooms in August, with a total of 600 to be made. All of them include Windsor leather upholstery for the seats, door cards and dashboard, as well as an aluminium finish to the interior door handles and locks, clock and air vent bezels. But it's the Defender Heritage Edition that will win hearts amongst the enthusiasts, harking back to the original series I vehicle, nicknamed 'Huey' on account of its registration plate – HUE 166. Fans will appreciate the unique Grasmere Green metallic paint, the Alaska White roof, heritage grille and headlights surrounds, as well as its heavy-duty steel wheels. The silver front bumper with black end caps is reminiscent of the original, and HUE 166 graphics feature on the front wings. There's also body coloured wheelarches, clear indicator lenses, silver door hinges and mudflaps wearing the heritage logo. Inside, there's cloth upholstery with ebony vinyl sides and backs, and featuring 'HUE' tags, heritage logo rubber floor mats, a perforated leather steering wheel rim, gear knob and handbrake lever, as well as aluminium interior door handles and locks, clock and air vent bezels. A production run of just 400 vehicles will ensure it remains exclusive, and it is available in 90 Hard Top, 90 Station Wagon and 110 Station Wagon bodystyles – the latter featuring seven-seats. It will be priced from £27,800 when it arrives in showrooms in August.

MAZDA

Ahead of the revised CX-5 arriving in UK showrooms, Mazda has announced the prices for the updated range, with the cheapest edition, the SE-L 2.2 Diesel with two-wheel-drive, costing £24,095. Aside from the styling tweaks designed to give a fresher look, all editions of the new CX-5 feature DAB digital radio, a seven-inch touchscreen infotainment system, a pair of USB sockets and Bluetooth mobile phone connectivity. In addition, there's a new electric park brake and height adjustment for the passenger seat. Sport Nav editions feature LED headlights, daytime running lights and fog lights, as well as 19-inch gunmetal alloy wheels. A new integrated satellite navigation system, with three years of map updates thrown in for free complete the changes. A new Safety Pack costing £800 on Sport Nav models includes driver drowsiness detection, blind spot monitoring, a lane keeping assistant, adaptive headlights and a rear cross traffic alert system that is a real boon when reversing out of a parking space. Finally, a system called rear smart city brake support monitors the rear of the car when reversing and automatically brakes the car if the system detects an imminent rear impact. This should help avoid costly low speed parking accidents. Due to the enhancements, prices rise by between £400 and £700, depending on model, with the flagship edition costing £29,895 for the 2.2 AWD Sport Nav Diesel automatic, fitted with the 173bhp engine.

MERCEDES-BENZ

A funky looking flagship called OrangeArt heads the seven model line-up of the new CLA Shooting Brake, and this month Mercedes-Benz has announced prices for its baby load lugger. Kicking off with the CLA 200 CDI Sport, the Shooting Brake is priced at £27,775, and costs £850 more than the four-door coupé that it is based upon. The CLA 220 CDI Sport version costs £30,625, fitted with a 7G-DCT dual-clutch automatic transmission, with AMG Sport versions of both variants costing an additional £2,200. But it's the CLA 220 CDI Orange Art Shooting Brake that is set to turn heads, priced at £34,825 and featuring orange detailing to the wheels, headlights and front bumper, as well as the interior trim. Available to order now, the first examples are due to arrive in showrooms in March, with 4Matic four-wheel-drive versions expected from September.

PEUGEOT

A new Euro 6 emissions compliant engine joins the Peugeot 208 line-up, featuring selective catalyst reduction to achieve the tough new standards. Delivering 118bhp and 210lb ft of torque, the 1.6-litre BlueHDi 120 engine emits 94g/km of CO_2 and is capable of 78.5mpg on the combined cycle according to the car's makers. Available in upmarket XY three-door and Feline five-door specifications, prices are £18,795 and £18,945 respectively. In addition to being cleaner and more powerful, 0.3 of a second is shaved off the 0-62mph acceleration figure, too. The new 208 models are available to order now and arrive in showrooms imminently.

PEUGEOT

Mirroring the ethos behind the 308 GT Line, where you get the visual drama of the flagship GT models, mated to more affordable and frugal engines, Peugeot has announced plans to apply the formula to its 508 saloon and SW estates. Slotting in above the Allure trim level, the new car features 18-inch alloy wheels, full LED headlights and daytime running lights, half leather upholstery with red stitching, GT Line carpet mats and a twin exhaust. This is in addition to parking sensors front and rear and a reversing camera, dual-zone climate control, keyless entry and start, power folding door mirrors, satellite navigation and DAB digital radio, as well as a panoramic roof on SW estate editions. Offered with a choice of 1.6-litre e-HDi 115 or 2.0-litre BlueHDi 150 engines, prices start at £25,295 and rise to £28,195, and represent a price premium of £1,000 over the Allure editions.

SSANGYONG

The New Year is being celebrated with a series of special offers for the SsangYong range. Headed up by a special version of the Korando called the LE, it features 18-inch diamond cut alloy wheels, a rear spoiler, privacy glass and rear parking sensors, as well as climate control, heated front seats and an auto-dimming rear view mirror. It comes finished in Grand White and is priced at £16,495. On the Korando ELX4, the company is offering the automatic transmission for free, which represents a saving of £1,500, and all editions of the Korando bought with the company's PCP scheme before 31st March 2015 come with three years' worth of free servicing. Not wanting to be left out, buyers of the larger Rexton W SUV also get three years' worth of maintenance free of charge, including the recently introduced commercial vehicle edition.

SUBARU

Ahead of its on sale date on the 1st April 2015, Subaru has announced prices for the fifth-generation Outback. The four-model line-up kicks off at £27,995 for the 2.0D SE and rises to £32,995 for the 2.0D SE Premium with Lineartronic automatic transmission. The 2.0-litre engine produces 148bhp and 258lb ft of torque, and in manual gearbox guise emits 145g/km of CO_2. SE editions feature LED headlights, cruise control, 17-inch alloy wheels, heated front seats and privacy glass, in addition to satellite navigation with seven-inch touchscreen, a reversing camera and Bluetooth mobile phone connectivity. SE Premium models gain an electric sunroof, keyless entry and start, leather upholstery, an electric rear tailgate and 18-inch alloy wheels. Lineartronic versions also come with what Subaru calls 'EyeSight', and includes autonomous emergency braking, adaptive cruise control, lane departure warning and a sway warning system.

VAUXHALL

The range of Euro 6 emissions compliant engines is growing in the Zafira Tourer range, with the launch of a new 168bhp 2.0-litre CDTi unit. Developing 6bhp more than the outgoing powerplant, and 37lb ft of extra torque, the new engine produces 10g/km less CO_2 and is 4.4mpg more fuel efficient on the combined cycle. But there's a price to pay for these enhancements, with it costing a hefty £1,030 more than the previous engine. The cheapest edition, in Tech Line trim, costs £23,545, while in flagship Elite specification, it wears a price tag of £28,700. Other models are available in Exclusiv, SRi and SE equipment levels. The new engine is available to order now, with the first examples expected to arrive in showrooms in March.

SHEDDING GRAMS

PEUGEOT

Following the launch of the revised 508 in the Autumn, Peugeot has revised a number of the engines, to produce lower CO_2 emissions and boost their attractiveness in the company car park. The 1.6-litre e-HDi unit, for example, drops by 2g/km to 109g/km for the saloon and 110g/km for the SW estate. It's similar news for the 2.0-litre HDi 140 engine, now producing 115g/km and 120g/km respectively (down from 119 and 125), while the latest Euro 6 emissions compliant BlueHDi 150 engine now develops an astonishing 101g/km as a saloon (down from 109g/km) and just 102g/km for the SW estate – previously 110g/km.

VOLKSWAGEN

Sitting above the GT model in the line-up, a new sporty R-Line edition of the Volkswagen Golf is designed to appeal to buyers that want a car that looks the part, but paired to a frugal engine. Offered with the 148bhp 2.0-litre TDI engine in both three- and five-door guises, the latter is also available with a six-speed DSG twin-clutch automatic transmission. Extra equipment includes a sporty body kit, twin exhaust tailpipes, rear diffuser and tailgate spoiler, as well as unique 17-inch alloy wheels. Inside, there's sports seats, an R-line-badged leather steering wheel and door sill protectors and black roof lining and dashboard inserts, as well as stainless steel pedals. This is in addition to satellite navigation, sports suspension, rear privacy glass, front and rear parking sensors and automatic headlights and wipers. The R-Line also features adaptive cruise control, autonomous emergency braking and driver drowsiness detection. Priced at £24,695 for the three-door and £25,350 for the five-door, the automatic edition is priced at £26,765, with all versions representing a £995 price premium compared to the Golf GT.

VOLKSWAGEN

A new flagship edition of the Amarok pick-up has been released by Volkswagen, wearing the Ultimate name, and powered by the 178bhp 2.0-litre BiTDI engine with a choice of six-speed manual or automatic transmission. Restricted to just 500 examples, the Amarok Ultimate is picked out by its bi-xenon headlights, 19-inch polished alloy wheels, double chrome strips on the front grille and darkened tail light clusters. There's LED daytime running lights for the first time, and the electric, heated and power folding mirrors have a chrome finish. Inside, there's Alcantara upholstery, heated seats, satellite navigation and a reversing camera, as well as a leather multi-function steering wheel, rear privacy glass, Bluetooth mobile phone connectivity and metal pedal covers for automatic editions. The Ultimate is available in a choice of two colours, silver and black, both featuring 'Ultimate' decals on the front and rear doors. Including VAT, the manual edition costs £36,448, while the automatic variant is priced at £38,146.

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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. *Model shown is a 308 Hatchback Allure with 18" Saphir Alloys, with metallic paint at £19,970. Prices quoted are on the road and include delivery to dealership, number plates, 12 months' government vehicle duty and £55 first registration fee. Information correct at the time of going to press. Visit peugeot.co.uk for full terms and conditions.

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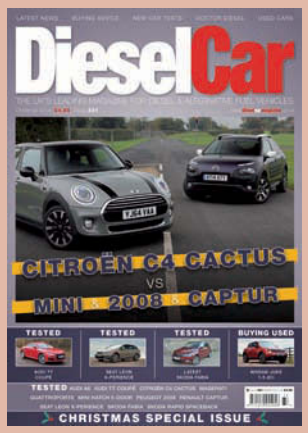

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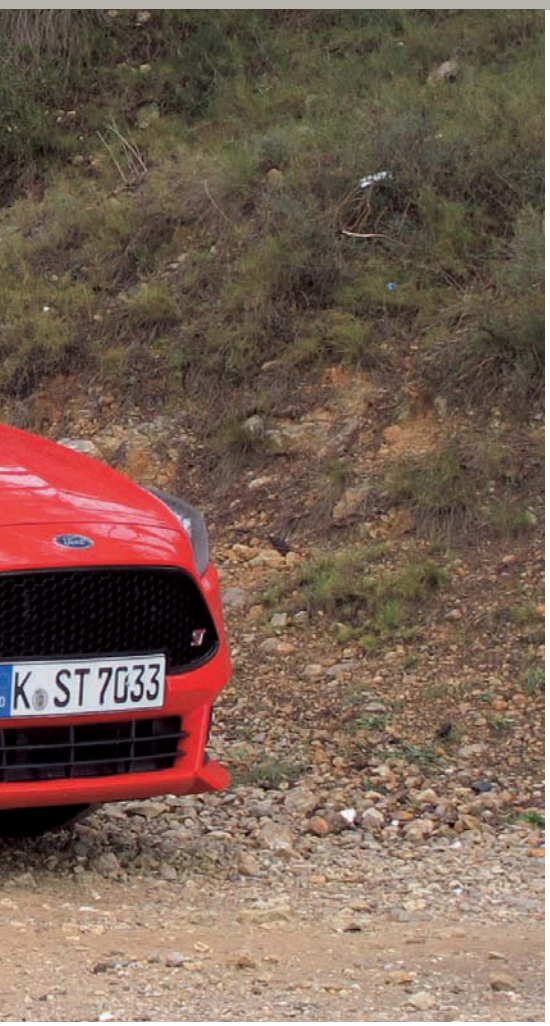
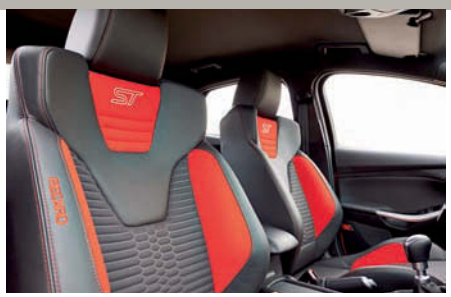
Let's get the schoolboy humour out of the way first, shall we? When Ford first announced that it would be launching a Focus ST diesel, the STD acronym predictably made an appearance. But it's simply named as the ST TDCi by Ford and forms part of the company's masterplan to bring back a series of more dynamic and exciting products into the line-up, with 12 different models set to arrive by 2020. The new Ford Performance brand has three tiers – Enhanced Technology, High Performance and Ultra High Performance. The GT that was unveiled at the Detroit motor show falls under the last category, the upcoming Focus RS under the middle one, and this Focus ST comes under the umbrella of Enhanced Technology, where affordable and accessible sports cars can be utilised on a daily basis.

"Visually, there's no difference between the petrol edition of the Focus ST and this diesel powered version.

Visually, there's no difference between the petrol edition of the Focus ST and this diesel powered version. Both models feature an aggressive looking bodykit, lowered suspension, and twin centrally mounted exhaust tailpipes. Inside, there's recaro seats as standard, and the additional bank of three gauges on the central binnacle. One shows turbocharger boost pressure, the second oil temperature and the final one for oil pressure. A sporty flat-bottomed steering wheel, aluminium pedals and metal gear knob complete the dynamic look and feel. Our test car came with the heavily bolstered half leather seats which proved incredibly supportive through the bends.

It's so easy to get a great driving position in the Focus, thanks to lots of available adjustment to both the steering wheel and chairs, with the relationship between the pedals, steering and gear lever as close to perfection as it gets. The domed dials are clear and easy to read, and the new touchscreen is ideally positioned so that you don't spend time with your eyes off the road. Forward visibility is pretty good, however, over the shoulder and rearward visibility is hampered by cluttered side pillars and a small rear window. You'll need to choose the rear parking sensors if you regularly need to engage in tight manoeuvres. Thankfully they are standard on ST-3 versions and optional on ST-2 for a reasonable £225. Space up front is pretty good, with decent head and legroom, and in the rear, you'll not hear any complaints from passengers, though three adults will need to be good friends to squeeze across the rear bench. Boot space is smaller than





Ford Focus ST

Model tested	ST–2 2.0 TDCi
Price	£23,695
Made in	Saarlouis, Germany
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1997cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	182bhp @ 3,500rpm
Maximum torque	295lb ft @ 2,000–2,750rpm
Top speed/0–62mph	135mph/8.1 secs
CO_2 emissions (tax band)	110g/km (B) Euro 6

Economy (urban/extra urban/combined)	56.5/74.3/67.3mpg
Fuel tank size/range	60 litres/888 miles
Insurance group/BIK rate	24/18%
Size (length/width with mirrors)	4,362/2,010mm
Boot space (minimum/maximum)	363/1,262 litres
Kerb/max towing weight	1,464/0kg
Euro NCAP safety rating	★★★★★ (pre–facelift tested)
DieselCar rating	★★★★½

On sale	Now
In showrooms	Now
Prices	£22,195 to £27,095
Bodystyles	5–door hatchback and 5–door estate
Engines	2.0 (182bhp)
Trim levels	ST–1, ST–2, ST–3
Also consider	SEAT Leon FR 2.0TDI, Volkswagen Golf GTD 2.0 TDI

its major competitors at 363 litres, though this can be extended by flipping the seat base up and folding the chairs down flat. All of the materials have been enhanced compared to the previous generation Focus, with climate controls in particular that feel more solid and nicely crafted. Oddment space is well catered for, with a handy area ahead of the gear lever, a couple of cupholders located under a roller blind in the centre console and a decently sized glovebox and door pockets.

It's clear from the first turn of the key that Ford has designed for this ST-badged model to be usable every day, rather than a stripped out racer. The 2.0-litre TDCi engine is nicely refined and smooth, though has a tendancy to get boomy with the pedal buried in the footwell. There's a jot of wind noise at motorway speeds, but tyre and road noise is nicely contained. The steering has a nice agile and precise feel to it, with really good feedback, making the Focus entertaining to pilot on backroads. Body control is sensational, with very little lean through bends, and thanks to excellent grip, you can really motor. The slick six-speed manual gearbox is lovely and smooth, with third gear a true delight, and feels like you could drive everywhere using that single ratio. And yet the beauty of this engine is that it is utterly at home trickling along in a high gear at moderate speeds, too. Ride comfort is sportily firm and can get bumpy at lower speeds, but up the pace on a motorway and it settles down nicely.

The pricing of the new Focus ST diesel is pretty keen, costing exactly the same as the 247bhp 2.0-litre turbocharged petrol ST, and falling somewhere between the SEAT Leon FR 2.0 TDI and the Volkswagen Golf GTD. With a choice of three trim levels to suit all tastes – ST-1, ST-2, ST-3 – 85 per cent of buyers are expected to opt for the hatchback version, with the remaining 15 per cent expected to pay the £1,100 price premium for added versatility by choosing the estate edition. Ford management are expecting the split between diesel and petrol sales to be 50:50, but as it's the first time that a diesel Focus wearing the ST badge has been sold, that prediction could slide in either direction. Our opinion is that Ford has underestimated the demand for such a vehicle, and the diesel edition will end up accounting for a whole lot more.

Ian Robertson

Kia Sorento

Model tested	2.2 CRDi Automatic
Price	£31,000 approximately
Made in	Hwasung, South Korea
Configuration	5–door SUV, 7–seats, four–wheel–drive
Drivetrain	2199cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed automatic
Power output	197bhp @ 3,800rpm
Maximum torque	325lb ft @ 1,750–2,750rpm
Top speed/0–62mph	126mph/9.6 secs

CO_2 emissions (tax band)	174g/km (H) Euro 6
Economy (urban/extra urban/combined)	37.2/47.1/42.8mpg
Fuel tank size/range	71 litres/669 miles
Insurance group/BIK rate	tba/30%
Size (length/width without mirrors)	4,780/1,890mm
Boot space (7/5/2–seats)	142/605/1,662 litres
Kerb/max towing weight	1,849/2,000kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★☆

On sale	April 2015
In showrooms	April 2015
Prices	£28,000 to £38,500 approximately
Bodystyles	5–door SUV
Engines	2.2 (197bhp)
Trim levels	KX–1, KX–2, KX–3, KX–4
Also consider	Hyundai Santa Fe, Mitsubishi Outlander

This year is turning into a very busy one for Kia. The South Korean company's dealers will handle a surge of new models during 2015: second generations of the Sorento and Optima, and facelifts for the Rio, Venga, Picanto and cee'd. The Soul was recently updated, and when the new Sportage arrives in 2016, the bulk of the range will have been refreshed within a tight time scale. The Sorento has been given a visual makeover to smooth its styling, with a lower roofline, sleeker headlights and a new grille with a three dimensional diamond pattern. There is only one engine option here, like before, with the familiar 2.2-litre unit undergoing revisions to upgrade power, improve economy and cut CO_2 emissions. The changes deliver an extra 3bhp and 14lb ft of torque on manual editions, and 3lb ft more on the automatic.

Those enhancements don't make a huge difference on the road, as the Sorento has always felt quite a peppy car to drive, but it now feels modestly enhanced. The transmission choice is manual or automatic, both with six ratios, and the latter seems to particularly suit the car with its unobtrusive shifts between ratios. Handling is grippy and body roll well contained for a car this size and height. The ride is a touch on the firm side, and the steering feel is a bit disappointing – quite numb in terms of feedback. But there's a noticeable improvement in the Sorento's noise suppression though, with extra insulation paying off thanks to a quieter cabin.

The interior has undergone an upgrade and has a plusher feel than before, with some pliant material on the dashboard panel to soften the previous rather stark ambiance, and some upscale brushed aluminium and glossy trim to give it all a more upmarket nudge. There is also an eight-inch touchscreen in a design that is said to be Swiss watch-inspired. The new Sorento's increased wheelbase, now 80 millimetres longer, has freed up a bit more space inside. As a result, the boot is now longer and larger, and the cargo room available when only five of the standard seven seats are in use is up from 515 to 605 litres. Safety is well catered for, with the car already awarded a five star Euro NCAP rating, and pedestrians are looked after, too, with a deployable bonnet to protect their heads from coming into contact with a unyielding engine block.

Kia has upgraded the available equipment on the Sorento. It can now be specified with road sign detection, blind spot warning, a lane keeping assistant, adaptive cruise control, panoramic sunroof, self-parking and a 360-degree surround camera function. Like all Kias, the Sorento comes with an industry-best seven year, 100,000 miles warranty. The Sorento already does well for Kia as a pleasantly-styled, good-to-drive SUV and this new third generation model is more of the same with smoother looks, increased efficiency, a bit more room and a quieter cabin. Precise pricing for the UK is not yet fixed, but is expected to be around five per cent higher than the outgoing model.

Sue Baker DC

Honda CR-V

Model tested	EX 1.6 i–DTEC 4WD Automatic
Price	£ to be announced
Made in	Swindon, United Kingdom
Configuration	5–door SUV, 5–seats, four–wheel–drive
Drivetrain	1597cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	9–speed automatic
Power output	158bhp @ 4,000rpm
Maximum torque	258lb ft @ 2,000rpm
Top speed/0–62mph	123mph/10.0 secs
CO_2 emissions (tax band)	139g/km (E) Euro 6

Economy (urban/extra urban/combined)	47.1/57.6/53.3mpg
Fuel tank size/range	58 litres/680 miles
Insurance group/BIK rate	tba/23%
Size (length/width with mirrors)	4,605/2,096mm
Boot space (minimum/maximum)	589/1,669 litres
Kerb/max towing weight	1,658/tba kg
Euro NCAP safety rating	★★★★★ (pre–facelift tested)
DieselCar rating	★★★★☆

Honda bosses admit that the company has had a turbulent time in recent years. First they were hit by the global downturn, and then the devastating earthquake and tsunami happened, knocking out one of their components factories and damaging the infrastructure. Research and development into new products was curtailed which meant a drought of new products. But those issues are now firmly behind them, and 2015 is going to be a defining year for the Japanese brand. The revised CR-V range kicks off a year that will see a revised Civic, an HR-V compact crossover, a new Jazz supermini and the sensational NSX supercar being propelled into UK dealers. Here we test the latest edition of the CR-V – the world's best-selling SUV – that has been spruced up with a new 158bhp 1.6-litre i-DTEC engine to replace the outgoing 2.2-litre unit, a brand new nine-speed automatic transmission and tweaks to the mechanicals to lift refinement. That's aside from the remodelling of the styling, which includes new front and rear bumpers, reshaped tail lights and front grille, and high quality materials for the interior, including a new touchscreen dubbed Honda Connect.

There was little wrong with the outgoing CR-V, so the subtle refinements are the icing on the cake. There's simply masses of room inside, with limousine-like rear leg space with a flat floor, generous headroom and a simply enormous boot with a handily low loading sill. There's 589 litres available for luggage, even before you pull the lever to flip the rear seats, which extends to a massive 1,669 litres. These figures are class leading, and we wonder whether Honda is missing a trick by not offering a seven-seat version, like some of its rivals. The dashboard is attractively styled, with all of the controls mounted high up for ease of use. The infotainment system is perfectly placed within your eyeline, is intuitive to operate, with clear, colourful graphics. There's a mixture of soft-touch and harder plastics, but an overall impression of solidity and exemplary build quality. The command-style driving position gives you fine forward vision, and because the windows are deep, all-round visibility is great.

On sale	Now
In showrooms	March 2015
Prices	£ to be announced
Bodystyles	5–door SUV
Engines	1.6 (118bhp), 1.6 (158bhp)
Trim levels	S, S Navi, SE, SE Navi, SR, EX
Also consider	Mazda CX–5, Volkswagen Tiguan

The new twin-turbocharged 1.6-litre i-DTEC engine is paired exclusively to four-wheel-drive and produces a highly respectable 158bhp and 258lb ft of torque, and is a useful 10bhp up on the outgoing unit. Not only is the automatic model faster to 62mph by over a half a second, it's more frugal, too, with official figures claiming 53.3mpg on the combined cycle, compared to 41.5 on the old car, but CO_2 emissions drop from 175g/km down to just 139. This means a hefty eight per cent saving for company car users, but also means the vehicle excise duty is £160 less each year, too. Offering top-notch noise suppression and refinement, it's a perky little unit, too, despite the reduction in cubic capacity compared to before. For our tastes, it's the six-speed manual that gets the thumbs up compared to the automatic thanks to a creamy action and well-chosen ratios. The automatic, while smooth shifting, delivers a lot of engine noise when asked to kick-down, with the changes not happening as slickly as we would like. Elsewhere, the road manners are pretty good, with excellent grip, nicely weighted steering and decent body control. Ride comfort is absorbent, with only the deepest potholes transmitted into the cabin.

Ian Robertson

Skoda Fabia Estate

Model tested	SE L 1.4 TDI
Price	£17,385
Made in	Mladá Boleslav, Czech Republic
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	1422cc, 3–cylinder, 12–valve, turbocharged diesel with stop–start
Transmission	5–speed manual
Power output	89bhp @ 3,000–3,250rpm
Maximum torque	170lb ft @ 1,750–2,500rpm
Top speed/0–62mph	114mph/11.3 secs

CO_2 emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined)	70.6/91.1/83.1mpg
Fuel tank size/range	45 litres/823 miles
Insurance group/BIK rate	11/14%
Size (length/width with mirrors)	4,257/1,958mm
Boot space (minimum/maximum)	530/1,395 litres
Kerb/max towing weight	1,105/1,100kg
Euro NCAP safety rating	★★★★★ (hatchback tested)
DieselCar rating	★★★★☆

On sale	Now
In showrooms	March 2015
Prices	£15,090 to £18,385
Bodystyles	5–door estate
Engines	1.4 (89bhp), 1.4 (104bhp)
Trim levels	S, SE, SE L
Also consider	Peugeot 2008, SEAT Ibiza ST

Following the unveiling of the Fabia hatchback, which is arriving in showrooms now, Skoda is adding further practicality in the form of the Fabia Estate. Load lugging offerings in this segment aren't in abundance, which already gives it an advantage. Skoda is a brand well known for the spacious and practical nature of its cars, mainly mid-size and upwards hatchbacks and estates, and with the new Fabia, it is attempting to translate much of this design ethos into a smaller package. A practical estate body can dilute a car's styling, but in the case of the latest generation Fabia it works quite well. In comparison to its predecessor the new Fabia Estate sits 31 millimetres lower, has increased in width by 90 and length by 10 millimetres, all of which results in an overall look that is more refined and less awkward than before. The sharp lines of the hatchback have also been successfully carried across to the Estate, which, especially in side profile, now looks significantly sleeker than before.

It also lends itself well to improved handling. Built on a new chassis, the Fabia borrows from the Volkswagen Group's MQB platform technology, whilst the suspension setup is all-new and gives the car a comfortable ride that errs on the firm side. The electro-mechanical power steering is positively weighted to give it a well-connected feeling. The 1.4-litre TDI engine is offered in two power outputs, 89 and 104bhp, the latter of which is only offered on the range-topping SE L trim, while the former comes with the choice of either a five-speed manual gearbox, and for the first time in a diesel Fabia, a seven-speed DSG automatic transmission. Skoda's official figures suggest that the less powerful TDI engine returns 83.1mpg in manual trim, a result that appears achievable with a frugal driving style. Additionally it emits just 88g/km – a 21g/km drop in comparison to the old 1.6-litre TDI engine it replaces. Its 170lb ft torque figure makes light work of the 1,105kg kerb weight, giving it plenty of pull out of corners. But as impressive as the engine's performance may be, it is let down by a lack of sufficient sound insulation, which leads to a disappointingly high amount of noise entering the cabin while on the move.

The interior now looks and feels on a par with more expensive offerings from parent company Volkswagen, and interior space has been increased in width to give a greater degree of comfort. With the new Fabia estate bodystyle, Skoda has managed to grow carrying capacity by 25 litres in comparison to the previous model. This brings the standard boot capacity to 530 litres, and this can then be expanded to 1,395 litres by folding down the 60:40 split rear seats. All models feature DAB digital radio with Bluetooth mobile phone connectivity, electric front windows, tyre pressure monitors and six airbags as standard. For a further £1,300 buyers can move up to the mid-range SE trim which includes alloy wheels, air conditioning, rear parking sensors, autonomous emergency braking and an uprated audio system. SE L versions also add cruise control, front fog lights, climate control, keyless entry and start and LED daytime running lights.

Dave Humphreys

Peugeot 308 GT

Model tested	SW GT 2.0 BlueHDi 180 Auto
Price	£26,845
Made in	Sochaux, France
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	1997cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	6–speed automatic
Power output	178bhp @ 3,750rpm
Maximum torque	295lb ft @ 2,000rpm
Top speed/0–62mph	135mph/8.6 secs
CO_2 emissions (tax band)	107g/km (B) Euro 6
Economy (urban/extra urban/combined)	58.8/76.3/68.8mpg

Fuel tank size/range	53 litres/802 miles
Insurance group/BIK rate	29/17%
Size (length/width with mirrors)	4,585/2,043mm
Boot space (minimum/maximum)	660/1,775 litres
Kerb/max towing weight	tba/1,400kg
Euro NCAP safety rating	★★★★★ (hatchback tested)
DieselCar rating	★★★★☆

On sale	Now
In showrooms	Now
Prices	£25,945 to £26,845
Bodystyles	5–door hatchback and 5–door estate
Engines	2.0 (178bhp)
Trim levels	GT
Also consider	Volkswagen Golf GTD 2.0 TDI Volvo V40 D4 R–Design

Typical. You wait around patiently for more hot diesel hatchbacks and estates to arrive, and two turn up at the same time. You've no doubt already read about the new Ford Focus ST diesel earlier in this issue, and this Peugeot 308 GT follows a similar formula. In fact, both cars share the same basic 2.0-litre diesel engine, though the French firm has taken things one step further with the inclusion of selective catalyst reduction to meet the latest Euro 6 requirements. This 178bhp powerplant is paired to a new generation six-speed automatic transmission, meaning this hotter 308 is competing with DSG automatic versions of the SEAT Leon and VW Golf, rather than the manual gearbox-only Focus ST.

Apart from the engine, changes for the GT editions include lowered suspension, 18-inch alloy wheels, a twin exhaust and rather natty sequential LED indicators that sweep in the direction that you want to turn. Inside, there's a flat-bottomed steering wheel and our test car came with full leather chairs that hug your frame, a £1,200 optional extra. The small steering wheel and raised instruments have come in for a bit of a bashing from some commentators, but we like them, and in this GT model, there's a chequered flag effect for the background. The reverse sweeping rev counter is a neat touch, and the sport button not only adjusts the feel of the steering, but changes the responsiveness of the throttle and transmission, too. A sound generator alters the engine note so that it sounds more muscular, and the instruments turn a more dynamic looking red. The cabin of the 308 is nicely finished, with only the hard plastics on the centre console spoiling the party. Everywhere else, there's nicely tactile materials that feel a cut above previous offerings from the French firm. It's easy to get a decent position, thanks to plenty of adjustment to both the seats and steering, with a good amount of space up front. It isn't so good in the back, though, with the panoramic roof eating into the available headroom, though leg and foot space is decent. The boot is comfortably best in class with 660 litres of room on offer, and folding the rear seats down flat opens that up to 1,775 litres. There's underfloor storage, too, making this Peugeot incredibly practical.

One of the highlights of this GT model is its super low CO_2 emissions – 103g/km for the hatchback, and 107g/km for the SW estate, as tested, which are phenomenal figures considering the performance on offer. The class leading stop-start system operates unobtrusively and helps to contribute to the claimed 68.8mpg on the combined cycle.

The smooth, quiet engine delivers decent pace off the line, in a composed and demur way, with the full potential perhaps masked by the automatic 'box. The steering feels pretty agile, helped no doubt by the small circumference wheel, which has the benefit of aiding manoeuvrability around town. On back roads, the handling is nicely composed, with minimal lean and excellent levels of grip. The lowered suspension feels firmer, but utterly pliant, soaking up potholes and ruts rather better than some of its sporting rivals, while at motorway speeds it is calm and composed making a good long distance companion, especially coupled with wind and road noise that is appreciably low.

Ian Robertson

Volkswagen Passat

Model tested	S 2.0 TDI CR Estate
Price	£24,870
Made in	Emden, Germany
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	1968cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	148bhp @ 3,500–4,000rpm
Maximum torque	251lb ft @ 1,750–3,000rpm
Top speed/0–62mph	135mph/8.9 secs
CO2 emissions (tax band)	107g/km (B) Euro 6

Economy (urban/extra urban/combined)	58.9/76.3/68.9mpg
Fuel tank size/range	66 litres/1,000 miles
Insurance group/BIK rate	21/17%
Size (length/width with mirrors)	4,767/2,083mm
Boot space (minimum/maximum)	650/1,780 litres
Kerb/max towing weight	1,505/2,000kg
Euro NCAP safety rating	★★★★★ (saloon tested)
DieselCar rating	★★★★½

On sale	Now
In showrooms	Now
Prices	£22,215 to £37,035
Bodystyles	4–door saloon and 5–door estate
Engines	1.6 (118bhp), 2.0 (148bhp), 2.0 (188bhp), 2.0 (236bhp)
Trim levels	S, SE, SE Business, GT, R–Line
Also consider	Ford Mondeo, Vauxhall Insignia

It's pretty ironic that two of the biggest selling large cars on the UK market have been replaced within weeks. The Ford Mondeo arrived in showrooms just before Christmas, and the Volkswagen began delivering Passats to showrooms just after the New Year. Between them, they account for more than 30,000 sales a year, which interestingly is around the same number that the Vauxhall Insignia sells on its own. With the latest Passat attempting to woo company car drives up and down the country, Volkswagen is hoping that it can close the gap. With a pair of bodystyles, saloon and estate, four engines and five trim levels, the German firm is hoping that it has covered all bases.

We have tested a variety of different engine and bodystyles, but the combination of the 148bhp 2.0-litre TDI engine, manual gearbox and the versatility of the estate body is a peach, we have to say, and that's in base trim, if you could ever describe the S trim as basic, such is the long list of standard equipment. Alloy wheels, Bluetooth mobile phone connectivity, DAB digital radio, air conditioning and keyless start, as well as driver drowsiness detection and a leather steering wheel and gearknob all come as standard. The cabin materials are beautifully selected, with plush soft-touch plastics and tactile switches and controls. We're on the fence about the air vents that run right across the passenger side of the dashboard, but items like the touchscreen infotainment system are positioned nicely. It's easy to use, too, and has bright, colourful, clear graphics. The driving position is excellent, with multi-adjustable seating and steering wheel, and while the seats initially feel quite firm, they are incredibly supportive and actually quite comfortable. As you would expect, the spaciousness of the Passat is top notch, with generous proportions in every direction. Rear seat passengers will have nothing to complain about thanks to lots of legroom, while at the business end, a wide, deep expanse measuring 650 litres trumps every large estate car on the market. And unusually, on all versions of the Passat either a full-size or spacesaver spare wheel is included as standard – bravo Volkswagen!

There's no two ways about it, the refinement of the Passat Estate is nothing short of remarkable, and is probably the best vehicle that we've ever tested so far in this department. The 2.0-litre TDI engine is smooth and quiet, delivering more than enough power, despite the bulky body. The stop-start system operates efficiently, cutting power and restarting without the usual vibrations, while the six-speed manual gearbox has a lovely action with nicely chosen ratios. There's some wind noise around the windscreen and mirrors, but tyre and road noise are well contained. The steering is precise, delivering reasonable feedback, and while it isn't as much fun to drive as a Mondeo, it is pleasant nonetheless. Body control is good, too, with minimal body lean when cornering and copious amounts of grip. The suspension is nicely judged, too, delivering supreme comfort whether cruising on the motorway or commuting in the urban sprawl.

Ian Robertson

Porsche Cayenne

Model tested	Diesel
Price	£50,247
Made in	Bratislava, Slovakia and Leipzig, Germany
Configuration	5–door SUV, 5–seats, four–wheel–drive
Drivetrain	2967cc, V6, 24–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	8–speed automatic
Power output	259bhp @ 4,000rpm
Maximum torque	428lb ft @ 1,750–2,500rpm
Top speed/0–62mph	137mph/7.3 secs

CO_2 emissions (tax band)	173g/km (H) Euro 6
Economy (urban/extra urban/combined)	37.2/47.1/42.8mpg
Fuel tank size/range	100 litres/942 miles
Insurance group/BIK rate	45/30%
Size (length/width with mirrors)	4,855/2,165mm
Boot space (minimum/maximum)	618/1,728 litres
Kerb/max towing weight	2,185/3,500kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★½

On sale	Now
In showrooms	Now
Prices	£50,247 to £62,164
Bodystyles	5–door SUV
Engines	3.0 (259bhp), 4.2 (380bhp), 3.0 petrol hybrid (423bhp)
Trim levels	Diesel, S Diesel, S E–Hybrid
Also consider	Mercedes–Benz M–Class, Range Rover Sport

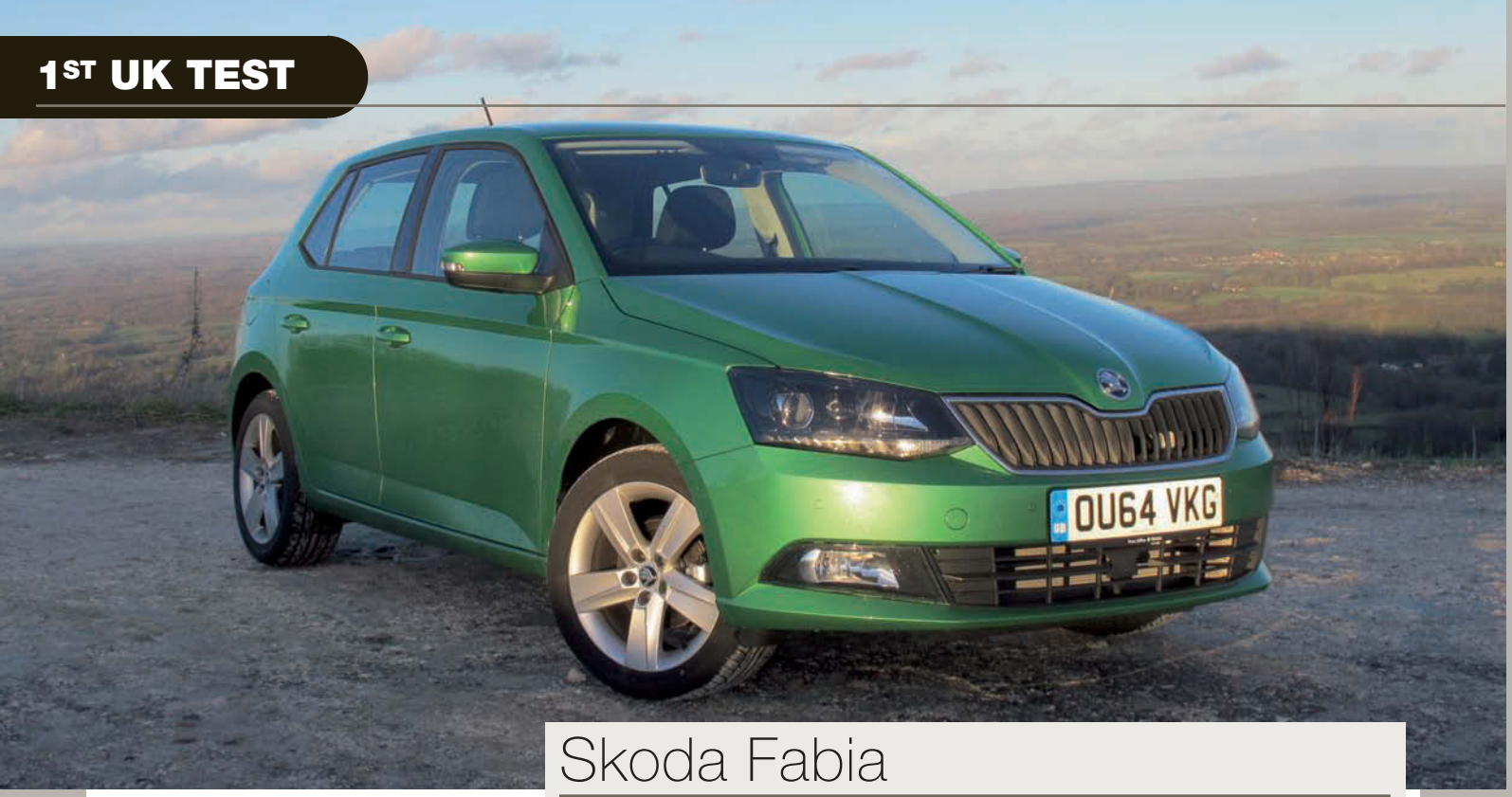
It may not be the prettiest thing on the road, nor the kind of car for which Porsche is best known, but for the past 13 years since its launch in 2002, the Porsche Cayenne has commanded respect as the hunky SUV with sports car handling. Now the second generation car, around since 2010, has just undergone a mid-life update to tweak both its styling and its behaviour. Externally it has revisions front and rear to give it a wider, squatter stance and to tidy up some details, but the important changes are technical. The 3.0-litre V6 diesel is the most popular model and has been given a power boost and an efficiency upgrade. It now has an additional 18bhp, with 0.3 seconds lopped off the acceleration time. It also has fuel consumption improved by 3.6mpg and CO_2 cut by 16g/km, meaning a two bracket drop in vehicle excise duty and company car benefit-in-kind taxation is down from 33 to 30 per cent.

Always a very engaging drive, the Cayenne has had its suspension very slightly revised with new mounts and settings. The intention was to further enhance sportiness, but also increase comfort, and although the difference is small, you do notice it. The Cayenne's handling has a sporty precision that belies the car's bulk, and there is a touch more cushioning to the ride than before. The steering is precise with ample feedback, and the V6 diesel engine is beautifully responsive and delivers its power strongly right across the rev range. Teamed with the Tiptronic eight-speed automatic 'box, it marries powerful performance with good anticipatory gearing and slick shifts between ratios. The V6 diesel Cayenne has always a pleasure to drive, and it now feels just that touch more eager, poised and assured than before.

Cabin quality is high, with a few revisions to further enhance its ambiance. There is a new multi-function steering wheel with shift paddles, based on the design of the limited run 918 Spyder's. The rear bench seat has been revised to make it more comfortable and counter criticism that is was a bit too firmly cushioned. A new feature is optional seat ventilation for the rear seats, as well as for the front ones. It's multi-adjustable, too, with a sliding function that allows you to balance the amount of legroom with boot space, and the back can be reclined to boost comfort. Spaciousness is a strong point, with generous head and legroom for both front and rear seat passengers. Standard equipment on the Cayenne has also been increased. All models now come with bi-xenon headlights, an electric tailgate, eight-way powered front seats, dual-zone climate control, stainless steel door sills and tyre pressure monitors. Among the options now offered is a soft-close function for the doors, and a heated front windscreen using very thin foil integrated in the glass instead of the usual heating filaments. This also helps cut noise permeating into the already muted cabin.

The new Cayenne builds on a successful formula, with freshened aesthetics and technical tweaking to maintain its appeal as king of the sporty big SUVs. The best-selling 3.0-litre V6 diesel is the peach of the range, with a Euro 6-compliant motor and an almost £12k price advantage over the mighty V8 Cayenne S Diesel.

Sue Baker DC



Skoda Fabia

Model tested	SE L 1.4 TDI
Price	£16,240
Made in	Mladá Boleslav, Czech Republic
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1422cc, 3–cylinder, 12–valve, turbocharged diesel with stop–start
Transmission	5–speed manual
Power output	89bhp @ 3,000–3,250rpm
Maximum torque	170lb ft @ 1,750–2,500rpm
Top speed/0–62mph	113mph/11.1 secs

CO_2 emissions (tax band)	88g/km (A) Euro 6
Economy (urban/extra urban/combined)	70.6/91.1/83.1mpg
Fuel tank size/range	45 litres/823 miles
Insurance group/BIK rate	11/14%
Size (length/width with mirrors)	3,992/1,958mm
Boot space (minimum/maximum)	330/1,150 litres
Kerb/max towing weight	1,081/1,100kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★☆

On sale	Now
In showrooms	Now (Estate, March 2015)
Prices	£14,090 to £18,385
Bodystyles	5–door hatchback and 5–door estate
Engines	1.4 (89bhp), 1.4 (104bhp)
Trim levels	S, SE, SE L
Also consider	Ford Fiesta, Vauxhall Corsa

Back at the turn of the Millennium, the original Fabia was the car that first started to quieten all the popular jocularity about Skoda and made it a manufacturer to be taken more seriously. Fifteen years on, the third generation of the saviour car has just arrived in the UK. It comes with strong credentials, as the replacement for a well-respected predecessor, and also as the highest scoring five-star car of its size in Euro NCAP crash testing. So are its driving manners of similar calibre? Emphatically yes.

The new Fabia is a class act, with a well-sorted, mature feel to the way it drives. It has a version of the acclaimed VW Group's MQB chassis. There is an agreeable directness about the steering, and a compliant feel to the suspension. The car handles tidily, sitting firmly into the bends with quite taut body control. It is not at the expense of ride comfort though, which is generally pretty good for a car in its class. Performance from the 89bhp 1.4-litre three-cylinder diesel engine, expected to be the most popular, is really zippy, even allowing for the quite tall gearing of the five-speed manual gearbox. There's a fair amount of clatter from the diesel motor, and our test car had a faint intermittent squeak from somewhere around the passenger-side dash panel, but that may have been a quirk of an early car that hopefully won't reach customer models. Generally refinement is pretty fair.

Crisper exterior styling is echoed by a smarter cabin, with a better quality look and feel to the switches and surfaces. The old Fabia's interior always appeared plasticky and pegged to a tight budget. It has now been nudged a notch up the scale with fresher design and a few more pliant surfaces. There is still quite a bit of hard-touch material around you, but it's less obvious then before and the look of it is improved. The Fabia has always felt quite roomy for its size, and still does. The car is now eight millimetres shorter than before, but wider by the same amount, and the boot aperture has been stretched sideways. Boot size has been increased by 15 litres to 330 litres, and it extends to 1,150 litres with the rear seats folded down.

In common with the industry trend, the new Fabia is better equipped than its predecessor. Standard kit across the range includes six airbags, DAB digital radio and Bluetooth, electric door mirrors, a five-inch touchscreen interface with SD card and USB sockets, bottle holders in all four side door pockets, a dedicated compartment in the driver's door for a high-visibility jacket, and a removable ice-scraper built into the fuel flap. The popular SE trim version additionally comes with alloy wheels, rear parking sensors, air conditioning, autonomous emergency braking and a leather steering wheel and gear knob, while top spec SE L trim also includes climate control, front fog lights, cruise control, keyless entry and start, LED daytime running lights and a multi-function steering wheel. The Fabia has always been a nice car to drive, but with a bit of a low-rent, old school ambiance inside. It is still more budget than plush, but it is keenly priced, while sharpened dynamics and a better interior have upped its desirability in the supermini arena.

Sue Baker DC

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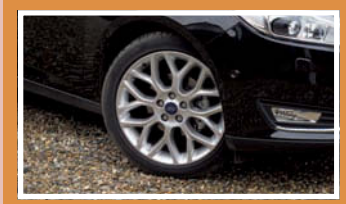
HAPPY MEDIUM

Here we have a David and Goliath tussle, as a new rival goes head-to-head with the latest model of the car that is one of Britain's top sellers. It's the Nissan Pulsar shaping up to the Ford Focus.

One of the cars in this twin test needs little introduction. The Ford Focus is almost an institution on the British motoring scene. It has been at the forefront of the UK car market since its launch in 1998, and is now in its third generation and fresh from a recent mid-life revamp. The other car squaring up for a fight to win our approval here is the Nissan Pulsar, a new arrival in the Japanese manufacturer's line-up. Both cars chase similar customers, each are similarly-sized five-doors, and both are European-made: the Focus in Germany, and the Pulsar in Spain. They compete in one of the most hotly-fought arenas of new car choice, the medium-size family hatchback sector. So which one will grab the laurels after our exhaustive comparison? Let battle commence.

DRIVING EXPERIENCE



Ford Focus
★★★★★

Nissan Pulsar
★★★★★

The Focus is a very familiar sight on the roads, and unsurprisingly so as it is the best-selling family car of its size. From the first moment behind the wheel, it is easy to see why it is so successful. For driving calibre, this is as good as it gets amongst mid-size family hatches, and the Focus sets the benchmark for the rest. The pert and nicely-weighted feel of the steering gives very good feedback from the bite of the tyres on the road surface. Show this car a directionally challenging road and it responds with precise agility. It has grippy handling and excellent body control. Ride comfort is very well sorted too. This is a car with a very accomplished chassis, with a 'driver's car' feel. The new 1.5-litre TDCi engine develops a hearty 118bhp and 199lb ft of torque and meets the latest Euro 6 emissions regulations. It's quiet and gutsy, only becoming more vocal when you bury your right foot in the bulkhead.

Although the Pulsar is pleasant and easy to drive, it isn't in the same league as the Focus for its driving calibre. Others judge it a bit dull behind the wheel, but we deem that harsh, as not every owner wants an involving driving experience. It has smooth and civilised manners that make it agreeable company over a distance, with an engine that is supremely quiet. It isn't quite as lively as its rival, taking a second longer to sprint to 62mph. Nor is the steering quite as pertly informative, feeling a touch numb in its feedback. Handling is grippy and secure, but body control

is not as taut as the Focus's. The suspension feels softer-set in the Pulsar, and there's more roll on the bends and it just isn't as much fun to hustle along a twisty B road.

INTERIOR AND COMFORT

Ford Focus ★★★★½

Nissan Pulsar ★★★★★

The Focus has undergone an interior upgrade and it now has a bit more of a premium feel than before. The surfaces are pliant, the buttons more finely crafted and the materials used are tactile and good quality. The revamped cabin still has the instruments in a shape inspired by motorcycle dials, and the climate controls that are down at waist level, but the central satellite navigation screen is set nicely high up in the dash and Ford's Sync infotainment system is more intuitive than some. The driving position is highly adjustable and easy to set just where you want it to be, whatever your height and reach. Interior noise levels are decent, thanks to the good engine refinement, but there is at times a bit too much road noise.

Switching between the two cars, you immediately notice a difference in their interior calibre. The Pulsar's cabin is quite nicely laid out, but its quality does not match that of the Focus. Everything is just a bit more budget, with hard-touch surfaces all around you and a less plush ambience than in the Ford. The seats feel comfortable enough when you first settle into them, but are not as well shaped to bolster you during spirited driving, with less effective lateral support. The satellite navigation screen is set lower in the dashboard than is ideal, and it is also slightly smaller than the Focus's. The Pulsar is good for interior quietness, though, with low intrusion for a very nicely refined engine and less tyre noise than its rival.

SPACE, PRACTICALITY AND VERSATILITY

Ford Focus ★★★½★

Nissan Pulsar ★★★★½

Length-wise, the Focus is the shorter of these two by 27 millimetres, and is not quite as well packaged as its Nissan rival. The Ford's boot is the smaller of the two by 69 litres, and total carrying capacity with the rear seats folded is also poorer, by 170 litres. Interior stowage is average, with a reasonably sized glovebox and wide door-pockets, plus a rather small and slightly awkwardly placed cubbyhole ahead of the gear lever, where you can stow your mobile phone or a pocket camera. The boot shape is squared off and although the boot edge is quite high, it is slightly lower than the Pulsar's. Rearward visibility out of the Focus is limited by the tapering rear window line and slightly shallow rear screen.

> **For driving calibre, this is as good as it gets amongst mid-size family hatches, and the Focus sets the benchmark for the rest.**

Ford Focus Titanium X 1.5 TDCi

Price	£22,995
Made in	Saarlouis, Germany
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1499cc, 4–cylinder, 8–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	118bhp @ 3,600rpm
Maximum torque	199lb ft @ 1,750 to 2,500rpm
Top speed/0–62mph	120mph/10.5 secs
CO_2 emissions (tax band)	98g/km (A) Euro 6
Economy (urban/extra urban/combined)	65.7/83.1/74.3mpg
Fuel tank size/range	53 litres/866 miles
Insurance group/BIK rate	16/15%
Size (length/width without mirrors)	4,360/1,823mm
Boot space (minimum/maximum)	316/1,215 litres
Kerb/max towing weight	1,343/1,200kg
Euro NCAP safety rating	★★★★★ (pre–facelift tested)
DieselCar rating	★★★★½

Nissan Pulsar Tekna 1.5 dCi

Price	£21,945
Made in	Barcelona, Spain
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1461cc, 4–cylinder, 8–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	109bhp @ 4,000rpm
Maximum torque	192lb ft @ 1,750–2,500rpm
Top speed/0–62mph:	118mph/11.5 secs
CO_2 emissions (tax band)	94g/km (A) Euro 5
Economy (urban/extra urban/combined)	68.9/85.6/78.5mpg
Fuel tank size/range	46 litres/794 miles
Insurance group/BIK rate:	12/14%
Size (length/width without mirrors)	4,387/1,768mm
Boot space (minimum/maximum)	385/1,395 litres
Kerb/max towing weight	1,307/1,200kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★☆

This is where the Pulsar scores a significant advantage over its rival. For a car this size it has a particularly roomy cabin, but not at the expense of boot-space, because as already mentioned, the Pulsar outguns the Focus for carrying capacity. The boot at 385 litres is bigger than in most similarly sized cars and the rear seat-backs flick forward to extend this to a generous 1,395 litres. That makes the Pulsar a notably practical compact family transporter. Being picky, the fabric cladding in the boot area is a bit cheaper-looking than that of the Focus, and the Pulsar has both a narrower aperture and a higher lip to lift heavy things over, but its rearward vision is just a bit better thanks to a deeper rear screen. Space for rear seat occupants is a lot more generous than the Focus, with room for passengers to stretch out, meaning the Pulsar would make an ideal taxi cab.

RUNNING COSTS

Ford Focus
★★★★½

Nissan Pulsar
★★★★★

Both of these newcomers boast sub-100g/km CO_2 emissions which entitles them to join the tax-free club, with the annual vehicle excise duty costing a big fat zero. The Focus's vital statistics are 98g/km for CO_2 and 74.3mpg on the combined cycle, while the Pulsar is a little more impressive, emitting 94g/km and achieving 78.5mpg. And while it's unlikely that you'll replicate those exact figures in everyday motoring, the 4.2mpg advantage that the Pulsar has is likely to remain intact when you visit the fuel pumps. And with a CO_2 figure that is 4g/km less than the Focus, it is pretty crucial for company car drivers, as it means that the Pulsar ducks into the 14 per cent benefit-in-kind taxation bracket, whereas the Focus costs one per cent more.

And the Pulsar motors ahead when it comes to insurance costs, too, with it falling into group 12, while the top-spec Focus languishes in group 16. The kind of warranty cover you can expect is largely the same in both cars, with each covered for the first three years or 60,000 miles, but when it comes down to maintenance, it's the Pulsar that noses ahead thanks to service intervals of one year or 18,000 miles, compared to 12,500 miles for the Focus. For the average motorist this won't matter a jot, but the Pulsar's longer maintenance schedule will save high mileage users a few pounds each year.

EQUIPMENT AND PRICE

Ford Focus
★★★★★

Nissan Pulsar
★★★★½

Here we test both cars in top-spec guises, Titanium X for the Focus and Tekna for the Pulsar, and each are jam packed with technology and features. But despite already having a £1,050 price advantage, it's actually the Nissan that is more generously equipped with satellite navigation, full leather upholstery and rear privacy glass as standard, as well as blind spot and lane departure warning systems, and a natty around view camera system that give you a helicopter-style view all around the car. The Ford counters with part-leather upholstery, hill-start

Standard Equipment

Ford Focus

- 17–inch alloy wheels with 215/50/R17 tyres and space saver spare wheel
- 60/40 split/fold rear seats
- Alarm system (Thatcham category one)
- Anti–lock brakes with electronic brake–force distribution and brake assist
- Auto–dimming rear view mirror
- Automatic headlights
- Autonomous emergency braking system
- Bi–Xenon headlights with LED daytime running lights
- Bluetooth mobile phone connectivity
- Cruise control
- DAB digital radio/CD with 8–inch touchscreen, six speakers, voice control, USB, SD card and auxiliary sockets and steering wheel controls
- Driver, passenger, side and head airbags
- Dual–zone climate control
- Electric and heated mirrors with powerfolding
- Electric windows front and rear
- Electronic stability control
- Front fog lights
- Heated front seats
- Heated front windscreen
- Hill start assist
- Isofix child safety seat fasteners on rear outer seats
- Leather steering wheel and gear knob
- Parking sensors front and rear with camera
- Partial leather upholstery
- Rain sensor
- Remote central locking
- Semi–autonomous parking system
- Speed limiter
- Traction control
- Tyre pressure monitors

What's Hot Top–notch agile handling, combined with excellent ride comfort. Brilliant body control and lots of grip. Precise steering. Quiet and refined engine. Great driving position with lots of available adjustment. Low CO_2 emissions and great fuel economy. Free road tax. Classy looks after recent facelift. Engine already complies with Euro 6 emissions regulations. Sync infotainment system is easy to use and perfectly positioned. Good levels of standard equipment.

What's Not Boot is smaller than its rivals, and rear seat room is trumped by the Pulsar. Too much road noise. Rearward visibility is limited. More expensive to insure. Satellite navigation an optional extra, though is affordably priced at just £250.

assist and an auto-dimming rear view mirror, as well as the handy heated front windscreen – a real boon in the winter months. It also features a semi-autonomous parking system that automatically steers into a parking space and out again, while the driver takes care of the gears, accelerator and brake. Size matters for some people, and it's the Focus that takes the lead in the size of the infotainment screen, with eight-inches, while the Pulsar features 5.8-inches. Both cars feature 17-inch alloy wheels, but it's the Ford that should be praised for coming with a space saver spare wheel, while the Nissan disappointingly makes do with a tyre repair kit.

Each of this pairing has DAB digital radio, USB and auxiliary sockets and in the case of the Focus, it's also compatible with SD cards, too. Dual-zone climate control, automatic headlights, a rain sensor and electric windows all round are also fitted to both, along with heated front seats, front fog lights, electric and heated mirrors with power folding and a leather steering wheel and gear knob. On the safety front, there's an autonomous emergency braking system on each, together with six airbags, electronic stability control and pressure monitors to warn against problems with the tyres.

So there's an equipment and price advantage by choosing the Pulsar, but what about when you knuckle down to a bit of bartering at your local dealer? Our researchers found the best new car prices at online brokers www.broker4cars.co.uk and unusually they were the cheapest for both of our pairing. Intense haggling brought the price of the Focus Titanium X 1.5 TDCi down from £22,995 to just £17,954, a saving of £5,041, and representing a discount of almost 22 per cent, despite being fresh out on the road from its recent facelift. And our team did even better with the Pulsar Tekna dCi 110 managing to bring the price tag down to just £16,439 from £21,945 – a massive reduction of £5,506, and a discount of over 25 per cent. These prices will be dependent upon you taking out the manufacturer's finance scheme, and you won't be able to trade in your old motor, but use these figures as a starting point with your local dealer and see how close they can get.

Standard Equipment

Nissan Pulsar

- 17–inch alloy wheels with 205/50/R17 tyres and tyre repair kit
- 60/40 split/fold rear seats
- Anti–lock brakes with electronic brake–force distribution and brake assist
- Around view camera system
- Automatic headlights
- Autonomous emergency braking system
- Blind spot warning system
- Bluetooth mobile phone connectivity
- Cruise control
- DAB digital radio/CD with 5.8–inch touchscreen, six speakers, USB and auxiliary sockets and steering wheel controls
- Driver, passenger, side and head airbags
- Dual–zone climate control
- Electric and heated mirrors with powerfolding
- Electric windows front and rear
- Electronic stability control
- Front fog lights
- Heated front seats
- Isofix child safety seat fasteners on rear outer seats
- Lane departure warning system
- Leather steering wheel and gear knob
- Leather upholstery
- LED headlights with LED daytime running lights
- Parking sensors front and rear with camera
- Rain sensor
- Rear privacy glass
- Remote central locking with keyless entry
- Satellite navigation
- Speed limiter
- Traction control
- Tyre pressure monitors

What's Hot Exceptionally roomy cabin and large boot, with excellent all–round visibility. Very well kitted out for the price, with lots of technology included. Super quiet and refined engine, and low noise intrusion from the wind and tyres makes it a great long–distance cruiser. Easy to drive. Low CO2 emissions and great fuel economy. Cheaper for company car tax, and zero–rated vehicle excise duty. Costs less to insure than the Focus.

What's Not The seats don't hug you through the bends like the items in the Focus do. The steering could do with more feel and feedback. The plastics are mostly hard to the touch and don't feel upmarket enough for the price tag. Despite the boot being large, there's a hefty lip to lift luggage over. Bland looks won't excite. A spare wheel isn't standard, instead a tyre repair kit is provided.

> **Space for rear seat occupants is a lot more generous than the Focus, with room for passengers to stretch out, meaning the Pulsar would make an ideal taxi cab.**

VERDICT

First place **Ford Focus**

Second place **Nissan Pulsar**

We have a winner here, and it's the Focus. Still the driving benchmark in its class, it is the one we'd rather be driving, for the sheer excellence of its chassis and dynamics. The cabin design and material quality is superior, making it the more pleasing place to be. That is not to decry the Pulsar, which is a very decent addition to the Nissan range and likeable for its decent driving manners and exceptional roominess. If space comes high on your priority list, take a close look at the Pulsar. But driving dynamics and a more upmarket cabin hand victory to the Focus.

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Alfa Romeo Giulietta 2.0 JTDM-2 Exclusive TCT

Price	£25,630
Made in	Cassino, Italy
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1956cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed twin–clutch automatic
Power output	172bhp @ 3,750rpm
Maximum torque	258lb ft @ 1,750rpm
Top speed/0–62mph	136mph/7.8 secs
CO_2 emissions (tax band)	116g/km (C) Euro 5
Economy (urban/extra urban/combined)	54.3/72.4/64.2mpg

Fuel tank size/range	60 litres/847 miles
Insurance group/BIK rate	24/19%
Size (length/width without mirrors)	4,351/1,798mm
Boot space (minimum/maximum)	350/1,045 litres
Kerb/max towing weight	1,335/1,300kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★½

What's Hot	Flexible engine, slick gearbox, good acceleration. Bags of grip and feels surefooted. Easy to use infotainment system and it is neatly positioned. Stylish design inside and out. Trademark concealed rear door handles are a nice touch.
What's Not	Too much road noise, and ride too firm at low and medium speeds. Air vents feel flimsy. Legroom tight in the back. High boot sill. The rear visibility is poor.
Also consider	Mercedes–Benz A 220 CDI AMG Sport Automatic, SEAT Leon FR 2.0 TDI DSG

It's fair to say that Alfa Romeo has had a troubling few years, with UK sales figures on the slide. Over the past three years, the company's new car registrations have halved from 11,563 units in 2011 to just 5,523 last year. Part of the problem has been that the line-up has reduced to just two core ranges, and both are seen as relatively niche. To attempt to turn the tide, Alfa Romeo has an updated edition of the Giulietta in showrooms and is turning its attention to the company car end of the market with new Business Editions, designed to offer extra equipment and value compared to the regular line-up. Another recent addition to the range is the 172bhp 2.0-litre JTDM-2 engine paired to Alfa Romeo's twin-clutch automatic transmission. Here we test it in top-spec Exclusive trim in a very fetching shade of bronze.

Alfa Romeo's parent firm, Fiat, are masters in diesel technology, and this latest engine serves up swift performance away from the lights, while mid-range pick-up is fantastic. It's a really flexible powerplant, aided by the six-speed dual-clutch automatic transmission that swaps gears in a lightning fast fashion. There's a little bit of diesel clatter from cold, but it soon settles down to become the backing track while on the move, with only full throttle action resulting in a noisy response. In any case, the road and tyre noise is more intrusive anyway, though thankfully wind flutter is next to unnoticeable. The Giulietta was one of the first medium cars to have steering and throttle mapping that could be altered, with dynamic, natural and all weather settings. This has been further refined for the latest car, and where the dynamic mode used to result in the throttle becoming too sensitive, this has been smoothed out. There still isn't an awful lot of feedback from the steering in any of the modes, but thanks to bags of grip and decent body control, the Alfa handles neatly and feels surefooted through the bends. Ride comfort is too firm at low to medium speeds, with occupants getting jostled around far too much over ruts and potholes, but on faster roads, the ride comfort becomes calmer.

The cabin on the Giulietta is nicely styled, with a swathe of metal adorning the dashboard. The tan leather seats and dashboard inserts brighten up the cabin enormously, and gives a bespoke, upmarket look. Generally the materials feel quite solid and hard wearing, though some of the plastics appear cheap and scratchy, and items like the air vents have a fragile feel to them. The infotainment screen is neatly positioned and thanks to TomTom satellite navigation, it's a piece of cake to use, with touch operation and easy to navigation menus. The seats hug you in place, and there's a decent amount of head and legroom up front. For rear seat passengers, knee room is pretty tight, and tall occupants will be moaning that there isn't more headroom. Over the shoulder visibility is limited, and thanks to a small back window, rearward vision isn't the best, so it's pleasing that rear parking sensors are fitted to all models except the cheapest Progression specification. Boot space is competitive for the size of car, but suffers with a high sill that you'll need to haul luggage over. Oddment space is decently catered for, though, with a large lidded area at the top of the dashboard, together with door pockets, an armrest cubby hole and a generously sized glovebox. DC

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MEET THE FLEET

It's all well and good testing cars on new car launches or for a week at a time, but what are the latest models really like to live with on a day-to-day basis? A car can perform very differently on familiar roads, and when the family are subjecting it to more mundane, everyday tasks. It's the time when annoying niggles are discovered or reasons why a particular car is better than the opposition. Our test team scrutinise every aspect of our fleet of long-term test cars, delivering our verdict over a six to twelve month test period. If there's a car that you would like to see on test, drop the editor a line at any of the usual addresses. We would also love to hear from you if you're running a similar model – it's always great to compare notes and get reader feedback.

OUR CARS

SKODA OCTAVIA
vRS 2.0 TDI CR
Sue Baker

AUDI A7 SPORTBACK
SE Executive 3.0 TDI quattro Automatic
Victor Harman

VOLVO V40 CROSS COUNTRY
D4 SE Nav Geartronic
Richard Dredge

PEUGEOT 308 SW
Allure 1.6 BlueHDi
Adam Sloman

HONDA CIVIC TOURER
1.6 i-DTEC SR
Andy Goodwin

CITROËN GRAND C4 PICASSO
Exclusive+ BlueHDi 150 Automatic
Gavin Braithwaite-Smith

RENAULT CLIO
Dynamique MediaNav dCi 90
Alan Anderson

FORD TOURNEO CONNECT
Titanium 1.6 TDCi
Ian Robertson

VOLKSWAGEN SHARAN
SE 2.0 TDI DSG Automatic
Simon Hacker

MITSUBISHI ASX
4 2.2 DI-D 4WD Automatic
Peter Cracknell

SKODA OCTAVIA
vRS 2.0 TDI CR

Arrived	21st October 2014
Mileage	3,818 miles
Fuel consumption	61.4mpg (official combined) 51.4mpg (on test)
Costs	None
Faults	None

Positivity has always been my approach to life. Always look on the bright side of life, as the Monty Python lot enthusiastically urged us. It certainly works with finding a parking space. Believe you'll find one, and somehow a gap always magically materialises. Well that's my experience anyway. Cars are better on the bright side too. I am loving the vivid paint shade, Race Blue, that we chose for our Octavia vRS. It is an uplifting colour to see waiting outside in the morning, and also has the advantage of being easy to spot at a distance in a car park. It is especially cheerful as a car colour at this time of year, when all those tiresomely popular car shades of silver, gunmetal, black and white merge into monochrome dreariness on winter roads. Flick through the pages of Diesel Car and see which models leap out at you. It's not the 50 shades of grey that the motor industry endlessly woos us with. It's the strong shades of blue, red and other eye-catching colours that command attention. They're a great antidote to the monotony of dull coloured cars.

Our sporty Skoda is as vibrant with its colour scheme as it is with its performance. Bright blue paint, red trimmed upholstery, red stitched detailing around the interior, red brake callipers, they all make the car a positive eye feast and enhance its sporty character. Even more to the point, the performance is vivid too. Compared with the standard Volkswagen Group 2.0-litre TDI engine with 148bhp and 236 lb ft in other versions of the Octavia, the vRS has another 33bhp of power, an extra 44lb ft of torque, a top speed elevated by 9mph, and half a second sliced off the acceleration time. The result is positively yummy.

Three months into our long term test of the Octavia vRS, I am impressed by what a lot of car it feels for the money. We have a few extras on our car that bumps up the price by £3,770, but it is already well-equipped at the standard sub-£25k cost, and for that money you get hot hatch performance, 50-plus mpg in real world driving, and a car that knocks spots off most of its competitors for interior space and boot size. With a bit of a kitchen sink approach to packing, I don't have to think twice about whether whatever I want to carry will fit into the car. Of course it will. The boot is a whopping 590 litres, and you can add a further 990 litres by lowering the back seats.

One feature our car has that I haven't bothered much with yet is its £575 intelligent parking assistant. I'm old fashioned enough to reckon that if you can't park without electronic assistance, you shouldn't be driving. But I'll have a play with it and let you know how it behaves. Something that doesn't entirely behave is the sound system when the parking proximity sensors have been in use. The muted radio doesn't immediately return to normal volume, and I tend to turn it back up impatiently. But it's a small irritation in an otherwise thoroughly likeable car.

Sue Baker

WHAT'S HOT

The clever proximity feature on the display, that brings up the menu of features along the bottom edge of the screen when your finger is within a few centimetres of it without touching.

WHAT'S NOT

Some aberration in the sound system software that turns down the radio level when the reversing aids are operating, and then doesn't restore it to normal afterwards quickly enough.

AUDI A7 SPORTBACK

Executive SE 3.0 TDI quattro Automatic

Arrived	16th October 2014
Mileage	2,078 miles
Fuel consumption	54.3mpg (official combined) 42.1mpg (on test)
Costs	None
Faults	None

My pre-New Year resolution, for action over the Christmas holidays, was to expand my knowledge of the A7's controls and features with an in-depth study of the 253-page owner's manual. I've suffered some minor irritations regarding the car that were mostly down to my ignorance of its inner workings, which is not a fair way to make judgements and evaluations of a car's user-friendliness, although one has a right to expect some things to be fairly intuitive. So I'm now going to highlight some of the notable discoveries that I made. Under "rev counter", the handbook says "you should select a lower gear if the engine speed drops below 1,500rpm." But the S tronic transmission of the A7 frequently selects ratios that set its engine speed significantly below 1,500rpm. Should I be selecting a lower gear using the manual override facility? I somehow think not. "Checking the oil level" notes that "oil consumption is likely to be higher for the first 5,000km, and that the engine oil level must be checked at regular intervals." An oil level warning light will be displayed "if the oil is too low," which is surely cutting it a bit fine, particularly if you've no top-up oil on board? But I then discovered, after failing to find any dipstick, that there's a complex six step method of checking the oil level via the infotainment system, which should be done at regular intervals – thus suggesting that I should have done this several times before now! Then I discovered under "warning/indicator lamps" a heading "engine warm-up request" saying that, when displayed, "fuel has entered the engine oil due to low outside temperatures or frequent short trips. Drive until the engine is warm to allow the fuel to evaporate out of the engine oil." Gulp! I hope that I don't see that particular light come on.

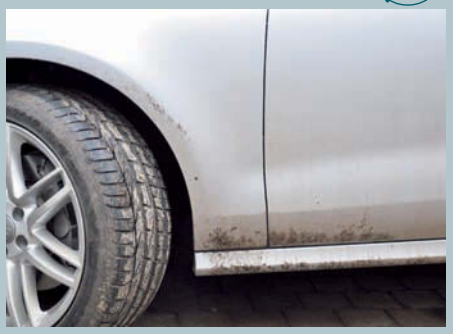
Moving on, there's a short note regarding "power-close function on doors" of which I've been aware, and it's a very nice touch indeed; "just push the door gently so that it falls into the latch. The door will now close automatically." Note to self "must stop instinctively slamming doors, as I have been, and as one does with more humble cars." I'll close lesson one now and move onto a brief update on actually driving the superb A7 Sportback, after a reminder to myself to check the volume setting of the front parking sensors, which are barely audible at present. Then maybe I'll just revert to behaving like any typical ignorant owner/driver, and muddle my way through the rest of my time with the Sportback, instead of diluting the experience with too much knowledge! The car is going very well indeed, and pleasing me and my passengers greatly, although I've stayed pretty local the last few weeks, and the fuel economy has slipped a little. But then so has the price of fuel, and I'm probably travelling at a fuel cost of around 12p a mile, which isn't too bad for such a classy and powerful machine! The A7 itself has certainly not slipped at all though, and its quattro all-wheel-drive system appears to deliver exemplary stability in wet and cold winter conditions, even on its summer tyres.

Victor Harman

WHAT'S HOT

The quattro all-wheel drive system delivers fine traction on winter's slippery roads.

WHAT'S NOT



Protrusion of the front tyres outside of the wheel arches throws lots of muck up the flanks on dirty roads.

VOLVO V40 CROSS COUNTRY

D4 SE Nav Geartronic

It's often the smallest thing which can colour your views on a car, by reinforcing the feel – or a lack – of quality. Such as tyre valve caps for instance... In the three months that I've been running the V40 so far, the tyre pressure monitoring system has twice flashed up on the dash to say one of the tyres needs some extra air. This technology is now mandatory on new cars sold across the EU, so it'll be interesting to see how many drivers either get false alerts or drive on regardless, with their dash lit up like a Christmas tree. Neither of the alerts were false in my case, although each time, the system told me only one tyre needed to be topped up. That's despite the fact that the first time there were two tyres that had gone down by around 5psi, while three of the four tyres were down by around that amount on the most recent occasion.

The first time the warning flashed up, I was part-way through a long night-time motorway journey on an unlit stretch of the M40. With more than 100 miles to go, the dash suddenly warned me of a flat tyre. Had it gone down marginally, or was I about to experience a high-speed calamity? I pulled in at the next services and everything looked fine, so I checked everything the next morning at home. A couple of tyres had dropped to 28psi from the regulation 33psi for no apparent reason. A month later, the same thing happened again. Each time I've topped up the tyres with my 12-volt compressor, I've had to first remove the plastic caps to get to the valves, and I can't remember the last time I handled something so apparently cheap from a premium car maker. I have a thing about checking tyre pressures, so I've handled plenty of valve caps over the years – and there's a boast you probably won't see again any time soon. Some cars come with caps made of metal, which feel substantial when you remove them. Most come with black plastic affairs that don't feel expensive, but they don't feel as though they're about to disintegrate either. But the V40 comes with thin plastic caps finished in silver paint, which look and feel as though they've come out of a Christmas cracker. A rather weird Christmas cracker at that... With no damage to any of the tyres, I don't know why the pressure drops in them sometimes; the fronts have also gone down by a few psi in the three months since the car was delivered. But cheap caps or not, it's good to know that the car is monitoring the pressure at each corner, and that it's reasonably sensitive without being too much so – and that way I don't have to wield my tyre gauge too often.

Richard Dredge

Arrived	1st October 2014
Mileage	7,867 miles
Fuel consumption	65.7mpg (official combined) 43.5mpg (on test)
Costs	None
Faults	None

WHAT'S HOT

The bluetooth works well, with excellent clarity for both of those taking part in the call. It's also easy to pair.

WHAT'S NOT

Even though my mobile phone is paired, I often have to reconnect it manually when the engine is started.

PEUGEOT 308 SW

Allure 1.6 BlueHDi

I don't know about you, but I'm ready for the winter to end. Christmas and New Year were great but give me a warm spring day any time. My biggest problem with winter is the cold – there's nothing worse than finding your car under an inch of ice as you head out in the morning, screen thick with frost, doors frozen shut. It's a pain. Once you're in the car, it seems to take an eternity for everything to warm up – all I can say is thank heavens for heated seats! One thing I can't heat though, is the car's gear knob – it looks great and underlines the quality of the 308's cabin, but on these chilly mornings, it's absolutely freezing, and almost too cold to touch. So much so, I've taken to putting a sock over it to make it warmer!

Chilly gearshifts aside, the 308 continues to prove itself a willing family workhorse, most recently taking the Sloman family Christmas tree to the local recycling centre. With the rear seats split 60/40, the tree was quickly stowed. Though the 308 does boast roof rails, they're not the kind you can tie on to and require extra equipment that I don't have.

The Peugeot's performance remains good, while fuel economy seems to be getting better – quite what has led to this improvement is beyond me – it could be down to the fact that the 308 has now passed the 6,000 mile mark, and the engine is starting to loosen up nicely, it could be down to the fact that my right foot is getting a little lighter, or it could be because the majority of my driving has been longer runs along the likes of the A303 and M5. Either way, my consumption has nudged over the 60mpg mark for the first time.

One thing I've grown accustomed to with the car is the reversing camera – I was always one of those people who thought they were unnecessary, but it's surprising how handy it is, especially during reverse or parallel parking. When you go back to a car without one, it's surprising how much you miss it. Obviously it's not a replacement for traditional mirrors, but is a welcome addition, though keeping it clean in the wet and muck on rural Devon roads has proved to be something of a challenge.

While the 308 has largely been faultless, one area that has caused some irritation is the car's Bluetooth system. It works well for phone calls and music, most of the time... I use Google music via my phone frequently, especially when the children are in the car (I know all the words to the Frozen soundtrack) and every now and again the car will refuse to stream music – much to the annoyance of the kids, and the frustration of yours truly. There's no rhyme or reason as to why it won't work, and the only way around it is to switch the car off completely and restart everything. I'll get over it, I just need to learn to let it go...

Adam Sloman

Arrived	19th September 2014
Mileage	6,302 miles
Fuel consumption	85.6mpg (official combined) 60.9mpg (on test)
Costs	None
Faults	Broken battery cover

WHAT'S HOT

The fuel economy continues to improve as the mileage increases.

WHAT'S NOT

The metal gear knob looks fantastic, but has been almost too cold to touch in the recent cold weather.

HONDA CIVIC TOURER
SR 1.6 i-DTEC

With more than 5,000 miles showing on the odometer, the honeymoon period might be over, but I'm still enjoying life with 'my' Honda Civic Tourer. As with any good estate, the Tourer is a car that stands out for its boot space, and this fact certainly proved useful over Christmas. Presents for all my girlfriend's family and my own; enough food to feed the troops and numerous clinking bottles of pop (and stronger remedies) barely made a dent. In fact, my only worry was presents going astray as a result of its cavernous proportions, only to be found long after the New Year. After a few seasonal evenings out, my other half took up driving duties and found the Civic easy to get used to. She particularly liked its progressive brakes, as our MkVI Golf's middle pedal does exhibit rather grabby tendencies.

As I'm sure many of you also experienced, we were treated to a heavy snow shower on Boxing Day, with a good covering sticking around for a week thanks to some very chilly weather. The resultant mixture of slush re-froze each night and looked particularly treacherous, but the Civic seemed to cope well. Plenty of tread on its Michelin tyres probably helped, as did its smooth and accurate throttle, allowing me to delicately accelerate and avoid spinning the wheels fruitlessly. On the downside, the Civic has a large and steeply raked windscreen, so it can take some time for the heat from the demisting vents to reach the part you actually look through. Watching the clear patch slowly creep north, I normally run out of patience and grab the nearest cloth. It's a good job the heated seats work rather more quickly, because the black leather upholstery can be alarmingly cold first thing in the morning. If only there was a smartphone application to turn them on from indoors, that would be ideal. A suggestion for the next Civic, perhaps?

One piece of kit I'm less convinced by is the adaptive damper system fitted to SR and EX Plus trim levels. These trick dampers are fitted to the rear suspension and have 'Comfort', 'Normal' and 'Dynamic' settings. Many a time I've turned it from its firmest to softest modes just to test it out, and while I can feel a subtle difference, I'm just not sure if its target audience will see much benefit. It hardly turns the Tourer into a car you want to head to your favourite B-road in. I'm guessing its real worth is that it can automatically adjust the rear suspension if you are carrying a heavy load, which is a welcome safety feature for those carrying passengers, their kit and maybe even a few bikes slung on a boot carrier. While this would leave many cars looking like their suspension had collapsed, the Civic should in theory be right as rain.

Andy Goodwin

Arrived	19th September 2014
Mileage	5,182 miles
Fuel consumption	72.4mpg (official combined) 57.9mpg (on test)
Costs	None
Faults	Recall to replace a potentially faulty MAP sensor

WHAT'S HOT

The Tourer is a surprisingly long car, so the reversing camera is proving a useful piece of kit.

WHAT'S NOT

The look and feel of some interior plastics and switchgear is poor for a car costing over £26k.

CITROËN GRAND C4 PICASSO
Exclusive+ BlueHDi 150 Automatic

Arrived	10th September 2014
Mileage	10,642 miles
Fuel consumption	61.4mpg (official combined) 40.9mpg (on test)
Costs	None
Faults	Keyless entry system not recognising that the key was in the car. Touchscreen randomly shutting down.

What is it about a car reaching 10,000 miles? Suddenly the car no longer feels new, with the extra digit on the odometer seemingly taking the car past an important milestone. A friend told me last month that his Renault had passed the 10,000-mile mark without issue, a feat which, he suggested, was rare for a French car. Non, non, I protested, the same would be true of my Grand C4 Picasso which was about to complete 10,000 miles without a hitch. I probably spoke too soon. While the last four weeks have been pleasant enough, it would be fair to say the honeymoon is over.

Take the seven-inch touchscreen infotainment system, which – as Citroën's press material explains – is used "to control all vehicle functions". So when, with my wife driving the car, it shut down, only to re-load a minute or so later, it was quite a surprise and rather worrying. Never mind, perhaps it was a one-off niggle that would go away. Only it didn't. A week later, on the M25 near Heathrow, it did the same again. Only this time it wouldn't re-load. Once again, the screen shut down, resulting in a loss of satellite navigation directions at what could have been a crucial point. A blank screen was followed by the Citroën logo and a partial return to normality. The map was frozen on a section of the A303 some 50 miles back and none of the buttons would operate. Four times it went off and came back on in a state of confusion. I gave up, parked the car and left it for two days, by which time it had kicked the gremlins into touch. Either that or they had been killed off with hypothermia.

Fast forward another seven days and a potential issue with the keyless entry and start system raised its head. With my wife and mother enjoying (if it's possible to enjoy) a day of Christmas shopping, they returned to the car and – much like you see in the promotional material for such systems – my wife left the keys in her jacket pocket, opened the car using the button on the door handle and put her coat on the back seat. The car started as normal and my wife went to exit the car park. Only the car didn't want to leave. Instead it just stopped and the screen went blank. After a minute or so of putting the car in neutral, park, reverse or whatever gear might work, the car came back to life, only to claim the key was absent from the vehicle. Having moved the key from the coat to the front storage box, all was fine, but some prior warning or an initial failure to start the engine would surely be preferable to this scenario? Finally, two days before Christmas, a symphony of bells and flashing messages warned me the car had developed an emissions control fault. Further investigations revealed the diesel exhaust fluid needs topping up, something I'll be sorting prior to the next update. I might just ask the garage to seek and destroy the electrical gremlins while I'm there.

Gavin Braithwaite-Smith DC

WHAT'S HOT

A year on from launch and the Grand C4 Picasso is still turning heads. It's fair to say Citroën got this one totally right.

WHAT'S NOT

The low winter sun isn't the panoramic windscreen's best friend, especially in the gap between the sun visors.

RENAULT CLIO
Dynamique MediaNav dCi 90

Arrived	29th July 2014
Mileage	10,627 miles
Fuel consumption	83.1mpg (official combined) 58.4mpg (on test)
Costs	None
Faults	Infotainment system failure, and erroneous average mpg read–out

Car radios are a necessity, yet not so long ago they were an expensive luxury, which even required a special licence to own (rather like a television one) until the mid 1970s. Small wonder that many motorists preferred to do without and take along a portable item (perfectly legal) or just sing to themselves. When the Clio's melodic masterpiece strangely 'froze' as I was changing channel, I was instantly transported back to the good old days over the Christmas break, and hated every second of it, as did my passengers – if you've ever heard my singing, you'd understand why!

The radio seemed to be on permanent mute, plus wouldn't change station either, which no amount of fiddling with or even restarting the car would alter. The CD player was similarly affected but, thankfully, the invaluable satellite navigation part, which I greatly relied upon over Christmas, still worked, albeit without audio instructions. With some quite lengthy journeys to tackle over the festive break, I couldn't stand the silence any longer and so dropped into my local Renault dealer, Toomey's of Basildon, Essex. To their credit, the service department looked at our Clio immediately and within the space of 30 minutes, had Radio 2 blasting out again. I say fixed because – probably due to the car being a Press vehicle and me being a journalist – the technicians were coy in informing me what the problem actually was. However, I gather that they had to disconnect and reconnect the car's battery which allowed the system to reset itself. I also understand that my Clio is not the first one that the team has tackled in such a way... "See how it goes" were their departing words, and although the radio does what I want it to, I think some of the many functions the R-Link infotainment system boasts may not be working fully, but I've yet to check it out further.

While the Clio's reliability has largely been excellent, I have mixed views over a couple of faults that I've suffered during my ownership, the other glitch being a faulty fuel consumption readout since delivery six months ago. Yes, they have been trivial and easily fixed, but to a Luddite like me, it only reinforces my scepticism about the wonders of modern technology. Full marks to the dealer for topping up the coolant during my drop-in after I noted it was low. As our recent feature on the subject in the used car section highlighted, you can't use any old anti-freeze in a modern engine or, worse still, mix them, as both can do more harm than good. But the look of horror on the faces of the mechanics when I said I would simply use tap water as a last resort, was a picture as good as any Christmas card!

Alan Anderson

WHAT'S HOT

The car's R-Link satellite navigation system is excellent, being easy to use as well as extremely accurate and clear.

WHAT'S NOT

That R-Link infotainment system! It inexplicably 'froze' and needed a dealer fix.

FORD TOURNEO CONNECT
Titanium 1.6 TDCi

The results are all in and once again 2014 was a good year for car sales. Rebounding after the credit crunch, UK sales were up 9.3 per cent on the previous year. Ford had much to celebrate, with the Fiesta and Focus taking first and second placings in the charts, but how did our long-termer do in the numbers race, and is our passion for the van-with-windows shared by the general public? The Tourneo Connect sits in a sector alongside the Citroën Berlingo Multispace, Fiat Doblò and Peugeot Partner Tepee and is the newest entrant into the marketplace. With sales of the five-seat Tourneo Connect and seven-seat Grand Tourneo Connect combined, 1,041 examples were shifted last year. This compares to 4,309 Berlingos, 3,848 Partners and just 459 Doblòs.

So how does our Titanium example relate to the models that were being chosen by buyers at dealers last year? 72 per cent of them opted for the five-seat edition like we did, while 91 per cent were diesel powered. Trim levels are relatively evenly split, with 50 per cent opting for the Titanium trim like ours, with Zetec taking 49 per cent of the mix and entry-level Style versions making up just one per cent of sales. So we're pleased to report that our car is bang on trend and so will be good news when it comes to resale time.

So Ford still has some work to do to dominate the sector, like it does in most of the categories that it sells cars in. Maybe it's because so few people know about the charms of the Tourneo Connect. The Focus underpinnings mean it's a delight to drive, and is just at home being hustled along a winding B-road as it is sitting on the motorway at 70mph. Despite its tall stance, it doesn't feel top heavy, with decent body control through the bends. The super smooth six-speed manual gearbox is a delight to use, and there's a decent amount of torque in the mid-range, thanks to a generous 199lb ft. Of course it's not the quickest out of the traps, and this isn't helped by the vehicle's bluff shape, however, it is more than capable of keeping up with the traffic. One feature that I've come to adore is the reversing camera, with the image projected onto the rear view mirror. In normal motoring, you've got a full width mirror like any other car, but select reverse and you get an image of what is going on behind you. It makes reversing into tight spaces a piece of cake, and combined with the parking sensors front and rear, the Connect is really easy to manoeuvre.

It isn't often that I spend time in the back of a car, but going out for my sister's birthday celebrations involved the sampling of several pints of beer – all in the interests of research you understand – so that I could speak with authority about the rear seat ambience. Thanks to theatre-like chairs, where the row behind is mounted higher than the one in front, you get a good view out through the expansive front windscreen. And combined with the deep side windows and panoramic glass roof, the rear isn't claustrophobic like some cars can be, especially when travelling at night.

Ian Robertson

Arrived	24th July 2014
Mileage	5,102 miles
Fuel consumption	57.6mpg (official combined) 48.6mpg (on test)
Costs	None
Faults	None

WHAT'S HOT

The image from the reversing camera is projected onto the rear view mirror, which is a highly logical place for it to be.

WHAT'S NOT

As the tailgate is so deep, when open it protrudes quite a way out. This makes reversing into a car park space difficult, as you have to leave room for its clearance.

VOLKSWAGEN SHARAN

SE 2.0 TDI DSG Automatic

I had a feeling VW's initiative to fit Goodyear Ultragrip 8s might be wise. After all, last winter was so unwintery that the geraniums, left out in an oversight, didn't even quiver. This time, you get the sense the weather means business. And on Boxing Day in these parts, you could smell the promise of snow. We were seven up for a ride back from the in-laws' Cirencester home. And if you know Cirencester, you'll know it's surrounded by a network of remote and exposed roads. The blizzard came in quickly as the light failed and plastered the road in an instant layer. In situations like this, it actually doesn't matter how brilliant you are. Even if you have a Mercedes-Benz Unimog, if the blithering idiots in front of you have managed to get stuck, you, too, are scuppered.

Gladly that didn't happen: there were far too few other people daft enough to be out at such an hour. And the Sharan was thus able to prove it can really cut the ice, so to speak. We automatically connote winter tyres with the idea that we will be granted superhuman levels of grip and traction, but the crucial benefit that's often overlooked is the significant improvement these tyres give you in ice or rain when you're trying to stop. Apparently the gain, when the weather is under seven degrees, is around 10 per cent. That's a margin that could spell the difference between near and real disaster.

Not that the Sharan is a faultless winter warrior. The cold weather has exposed a certain amount of early morning lethargy. I'm used to this from the teenagers in our house – an inability to grunt more than one syllable before midday, or make/eat toast without somehow having the need to interface simultaneously with the Wi-Fi. The VW's foible pivots on the issue of waking up and moving away. On the slight incline of our driveway, the measure of throttle you might reasonably expect to do the trick sometimes doesn't. So you add more; still nothing. So you add a little more… it kangaroos back. The youngest kids think this is funny, but if you had a giddy aunt in the back seat, she might just swallow her false teeth.

Elsewhere, the car's refusal to accept that winter tyres might spell greater fuel consumption, combined with the sudden impression that the oil companies are not, after all, thieving braggarts, has meant that the last few hundred miles have been joyful and care-free. I remain as much a fan of small cars as ever – indeed, I've just spent a week enjoying (please look away Ed) the delights of Renault's titchy new petrol Twingo – but my inner child can only be entertained for so long when my outer dad needs a car that can carry a crowd, plus all the pointless stuff they somehow believe necessary for the journey. So the Sharan's still our ultimate winter car. In all senses, it's cool.

Simon Hacker

Arrived	18th June 2014
Mileage	4,689 miles
Fuel consumption	49.6mpg (official combined) 41.4mpg (on test)
Costs	Replacement tyre (£140)
Faults	None

WHAT'S HOT

The Sharan's refusal to eat fuel like it's a train means I'm chuffed. Plus these tyres feel like a rubber-clad insurance policy.

WHAT'S NOT

The robo parking gizmo refused to acknowledge a space I thought perfectly viable the other day. Maybe it knows better than me. I switched to manual and it was a squeeze!

MITSUBISHI ASX
4 2.2 DI-D 4WD Automatic

We're getting very used to the ASX and its pros and cons. Thankfully, the pros outnumber the cons by a considerable margin, so when friends ask whether I'm impressed with the ASX, it's getting very easy to reply positively. It's not so much that the car has a bundle of stand-out features that delight the user every time they hop in, it's more the all-round capability that impresses; the basic qualities, like room for passengers, which must work well if the car is to be appreciated in everyday life. A 50-mile trip with friends sitting in the back led to them praising the comfort of the seats (and somewhat unexpectedly their leathery smell), plus the generous legroom. This is from a couple whose main car is a Ford Galaxy – a motor that can't be accused of a shortage of interior space.

For me, as the driver, I'm enjoying the sensible collection of driver aids that are standard on our range-topping model. Auto lights and wipers, the first of which in years gone by I felt was an assistance I could do without, I now appreciate every time I use the car, for at this time of the year they're working most of the time. The auto wipers have a sensitivity adjustment, so if you reckon they're too keen or too lazy, you can set the quantity of rain on the screen that triggers their operation exactly where you want it. More good news is to be seen in the door mirror department. These are substantial items that offer a sizeable field of view, and can be folded in by a switch on the door. More to the point, they automatically fold when the doors are locked – sensible, but by no means universal in other manufacturers' cars. I'm still amazed at the number of cars whose folding mirrors require you to operate a switch when leaving the car, as though auto operation was a costly facility which a manufacturer couldn't possibly consider installing for free.

I like to use the car's fuel computer for checking average mpg figures on a regular basis, but the ASX system insists on resetting the consumption figure whenever the car is switched off for more than four hours, even when 'manual reset' has been selected. Why this should be so is a mystery, not cleared up by the manual which, concerning these pages at least, wins no prizes for clarity or simplicity. So, going back to the first principles of taking the mileage between successive refills of the big 60-litre (13.2 gallons) fuel tank, our fuel consumption this month has been precisely 10mpg off the official figure, but in its defence, the ASX can rightly point out that it's been a month of predominantly short journeys in cold weather, and for fuel consumption that certainly ain't good.

Peter Cracknell

Arrived	12th May 2014
Mileage	9,287 miles
Fuel consumption	48.7mpg (official combined) 38.7mpg (on test)
Costs	None
Faults	None

WHAT'S HOT

The generously sized mirrors automatically fold upon locking the car.

WHAT'S NOT

The fuel computer's average mpg figure resets itself irrationally.

15 POINTS TO A 15 PLATE

With the March plate change historically the biggest month of the year for new car registrations, it's important you get it right in bagging yourself a bargain. Diesel Car presents an invaluable guide to beating the salesman at his own game.

As the country tentatively tip-toes out from the global downturn, there's never been a better time to splash the cash on a brand new motor. Low interest rates, competitive monthly payments and a large dollop of manufacturer support means that the price you pay for a new car has never been so low. But you'll need to work hard to outsmart the salesman and ensure that you wring every single penny of discount out of him, so take note and follow our easy step-by-step guide.

1

BUDGET

Way before you even venture out to look at cars, you need to assess how much you can afford. Whether you're using savings or planning on paying for it monthly, you need to take a look at your finances and see how much you've got spare. Don't forget to factor in running costs, too – the price of diesel, servicing costs and how much you'll need to spend on insurance. You may be able to afford the monthly payment, but is it going to be an expensive ornament adorning your driveway, because you're too strapped for cash to fill it up with fuel? And skimping on maintenance will affect the car's future value, so make you sure you take into account every kind of cost associated with your new motor.

2

RATIONALISATION

Once you've tackled the boring bit and know how much you've got to spend, you need to have a long hard think about the type of car that you need. Everyone dreams of owning a sexy soft-top, but if you've got a large family to haul around, that's not going to do. Similarly, why opt for an MPV when the brood has flown the nest? If you're likely to spend most of your time in the city, choose an engine that's going to be small and frugal, and if you're covering galactic mileages, something that will cruise effortlessly on the motorway for hours on end will be a good idea. And if you're doing lots of stop-start motoring, then an automatic might be a wise choice to lower fatigue and reduce stress. Have a think about the kind of equipment that you might like on the new car – parking sensors are a real boon to ease parking, and if your car is parked on a driveway or out on the road, a heated front windscreen will get you moving quickly in deepest winter. Draw up a list of essential kit to make sure that you don't miss out.

3

RESEARCH TIME

Most buyers already have a reasonable idea of the kind of car that they want, but what looks attractive out on the road, may not be quite so suitable day-to-day. A few minutes spent looking at owners forums will give you an idea of what it's like to live with, so sign up, and ask other owners probing questions so that you don't make an expensive mistake. Look at the back of Diesel Car, in the DataFiles, to get all the vital statistics about every diesel, alternative fuel and sub-100g/km vehicle on the market. We even separate out manual and automatic variants, unlike most other publications.

Draw up a shortlist of cars to consider, bearing in mind that there's always room for negotiation on a car's price, so don't be afraid of selecting cars that appear to be outside of your budget. Always opt for a car that holds its value well, as it'll be worth more when you come to sell further down the line. Always shortlist a selection of different cars in the category that you're looking at to give you an idea of what's on offer, and never just buy the first car that you look at.

4

SWOTTING UP

Armed with your list of cars you're interested in, visit the car maker's website to take a more in depth look. Most of them allow you to order a glossy brochure and price list by post, or to download a PDF edition to your computer immediately. Some allow you to build your own virtual car online, so you can see exactly what it will look like and how much it will cost.

5

THE JOY OF SPECS

Once you've thumbed your way through the brochures, and the family's monthly broadband data allowance has been used up, it's time to narrow down the shortlist even further. Bring your list down to three cars and then select the engine, trim level, colour and any optional extras. There will almost be an endless number of choices, especially on cars at the premium end of the market, but don't worry, tackle it all in bite-sized chunks and you'll soon have a list that you're happy with.

Colour is incredibly personal, and we all have a distinct idea about the hues that we like to choose, but remember that this is one of the biggest things that will influence the value of your car several years down the line when you come to sell it. You may love that lime green or shocking pink, but will you have a queue of buyers lining up to take it off your hands when you change to a new one. White is extremely fashionable right now, and has been for a few years, but fashions are very quick to change, so it's therefore best to stick to safe colours like silvers, greys, blues and reds. You'll be thanking us when you come to sell your car and the phone is ringing off the hook with eager buyers wanting to bite your arm off to buy it.

Never select the most basic model in the line-up, as it'll more than likely offer meagre equipment levels, and you'll have more difficulty offloading it further down the line. Instead, buy the most popular version in the range, as it will be loaded with kit that second-hand buyers will be gagging for in a few years' time. Check out the forecast values of what the car will be worth after three years, and weigh up whether it is worth opting for a slightly more expensive model if it's likely to retain more of its value. This is especially important if you're planning on opting for a PCP finance deal, with a balloon payment at the end, as often a more expensive model can work out cheaper each month, by virtue of its better residual values.

As each new generation of car is launched, the list of standard equipment gets longer and longer, and so it shouldn't be necessary for you to go mad on the optional extras list. And because you rarely get any money back on the options you choose, you need to be sensible. A few well selected choices, like metallic paint, parking sensors and Bluetooth mobile phone connectivity will pay dividends further down the line, but avoid expensive choices like large alloy wheels, xenon headlights and uprated sound systems. While they'll no doubt enhance your satisfaction levels while you own it, the next buyer is unlikely to place any extra value on these items, and so won't pay a premium for them.

6

SPRING CLEAN YOUR OLD CAR

The chances are that you'll have an old car to get rid of, and you'll either be looking to trade it in, or sell it privately. Whichever route you take, it's important that you present it in the best way possible to get the most cash you can. An hour or so spent sprucing up your old car will pay dividends, even if you visit the local hand car wash to do the majority of the work. A tenner spent cleaning it inside and out is a great start, and will mean that it looks like you've cared for it when it's evaluated as a trade-in, or by a private punter responding to a small ad. Take your car to the dealer in a shabby, unloved condition and the salesman will revel in knocking a few hundred pounds off the price that he offers you. And don't forget to seek out the MOT certificate, service book and any receipts for work that has been carried out, as it all builds up a history of how affectionately your car has been looked after.

7

BUMS ON SEATS

The car may look great on the screen and on paper, but what's it like in the metal. The only way to gauge it is to visit your local dealer to see it for yourself. Ask to see an example of the exact model that you're looking at, so you can inspect it with a fine toothcomb. Make sure that you can get comfortable, and spend time pressing every button and checking out every gadget and gizmo. Make the salesman work hard for his money and ask him to explain how everything works, even if it is in minute detail, and don't be afraid to ask again if you don't understand. This is your opportunity to make sure that the car suits your lifestyle, and has all the goodies that you desire.

> **...what looks attractive out on the road, may not be quite so suitable day-to-day.**

8

TRY BEFORE YOU BUY

Once you've decided that it fits the bill, and ticks all of the boxes that you shortlisted, you'll need to drive it to ensure that it does what you want it to. A test drive is one of the most important aspects of the new car purchase, as there's no opportunity to get your money back if you decide you don't like it, or can't get comfortable further down the line. And a quick trip around the block is no good, either, as you need to test it in similar scenarios to how you normally drive. The salesman will be keen to get this part over and done with as quickly as possible, as he'll want to seal the deal before any shortcomings are highlighted. But be persistent and insist on a decent test drive on familiar roads. If you drive mainly in traffic, try it in stop-start motoring. If you have to park in tight spaces, make sure that you try a few manoeuvres out for size. Drive it on faster A-roads, and on back roads with speed humps, as it's the only way that you'll be able to evaluate it across a variety of different daily tasks. Most importantly, drive it for as long as you want to, no matter how many times the salesman looks at his watch, or asks you to turn back. A car is an expensive purchase and it's important to get it right. Some helpful and considerate dealers allow buyers to borrow the car for a day or even a weekend – ask to see if the dealer offers that facility.

9

DOING THE DEAL

Once you've decided on the car that you simply must have sitting on your driveway, and you've got your old car looking its best, it's time to visit the dealer again and begin the long and arduous task of negotiating the best price for your new car. Never show the salesman how desperate you are to have the car, and be strong, and you'll go home with a smile on your face having bargained yourself a fantastic deal. Don't fall for his charm and sales patter, as he'll try all kinds of tactics to make you sign on the dotted line before you're really ready. Many customers are too embarrassed to ask for a discount, but that won't be you, right? Don't allow yourself to be bullied, and be prepared to be tough and walk away if the deal isn't right. If this dealer won't give you what you want, there will be another up the road that will, so stand firm, and don't be afraid to play one garage off against another.

Time of the month is important, and no we're not talking about women's bits and pieces here. Choose the time that you visit the dealer perfectly, and you can walk away with an extra special deal. All dealers have targets to meet, and they'll be keen to meet them to get a hefty bonus from the manufacturer at the end of the month, or even quarter. Therefore, there's often better deals to be had in the last few days of the month, as it'll mean another step closer to him securing that bonus. Haggle hard for every penny off the price, and when you think you've reached the lowest it can go, turn the thumbscrews even further by asking for freebies. Things like carpet mats, accessories, a full tank of fuel or even free metallic paint will cost very little for the dealer to supply, but all adds up when you factor them into the end price that you pay. Be clear that if they agree to your price and the things that you desire, you'll sign on the dotted line. But also make it crystal clear that if they don't, you'll be visiting another dealer and won't be coming back.

Every salesman will have been through a training course on sales tactics, and that'll mean they'll try all kinds of methods to pressurise you into signing a deal that is best for them, rather than you. Every salesman worth their salt will have already worked out how much profit is in the car that you want to buy, so don't fall for the 'I need to ask my manager' patter. It's just a way of putting them in the driving seat and making you sweat over the deal. They hope that you'll stop bargaining at that point, but please don't – continue to haggle hard, and if necessary, ask to see the manager yourself so you can negotiate face-to-face.

If you've decided to trade in your old car, it'll be the 'cost to change' figure that you'll be interested in. Some dealers will offer you a paltry sum for your old car, but give you a big discount off the new car, while another garage will flatter you with an inflated trade-in amount for your car, to make you feel like they're being generous, but then won't offer much off the new car you want to buy. The only way that you can evaluate both deals is to compare the cost to change figures. A win-win situation would be a generous trade-in price and a sizeable chunk off the cost of the new car, but that rarely happens.

10

THE ALTERNATIVES

Your local main dealer may be the most convenient, but they may not always offer the best price for your new car. Online car brokers advertise models with large discounts and act like a dating service for vehicles, where they match punters eager to buy a new car with dealers that are keen to sell. Companies like www.broadspeed.com, www.uk-car-discount.com and www.broker4cars.co.uk are reputable, long standing businesses that offer some of the best deals around. Once you agree on the price with the broker and pay your deposit, it is lodged with the selling dealer. They then order your car and the transaction is carried out in a similar way to how it would do at your local garage. Beware though, as almost all of the prices are dependent on you taking out the manufacturer's finance, and very few brokers accept trade-ins. So if you have a car that you want to offload, you'll need to sell it first, or advertise it for sale afterwards. Don't forget to factor into the price any delivery charges, or the cost of travelling across the country to pick up your new car. Even if you decide not to go through a broker, you can use their price to barter a keener deal with your local dealer. And if they won't budge, move onto another dealer, as there will always be another that will be keen to win your business.

11

MONEY MATTERS

Most of us won't have savings that allow us to walk into a car dealer and buy a new car for cash, and so it's likely that you'll need some kind of loan to finance your new car purchase. The only figure that matters is the APR, or annual percentage rate, so make sure that the salesman tells you what it is. Don't be fobbed off with the flat rate figure, it's the APR that you are interested in. And as you've done with the price of the car, you need to haggle down the cost of the interest rate, too, as most new car dealers will have a suite of different lenders that they do business with. The salesman will be keen for you to sign up with the company that gives him the biggest commission, but that will never be the one that is offering the keenest rate.

With the bank base rate at an all-time low, there could be an alternative way of financing your new car. By extending your mortgage, you can take advantage of low mortgage interest rates, but beware of fees. Just make sure that you set the term of the loan over a reasonable amount of time – no more than five years – and ideally over just three, similar to what you would do if you were buying from a dealer. Also check out personal loans from high street lenders and use these rates to negotiate the interest rate with the car salesman. If they can't match it, then opt for the lender that offers you the best rate.

It's very easy to get caught up in the moment, but make sure that you read all of the documents that you are being asked to sign. Make sure that the figures and rates tie up with what you were told, because once you've added your signature, and the cooling-off period has passed, it becomes legally binding and there's no come back if it differs from what was agreed verbally.

12

ADDED EXTRAS

Once you've decided on your new car, the salesman will be keen to load you up with products and insurance based services, because he will get a commission and kickback. Items like gap insurance, paint protection, an extended warranty or tyre insurance, as well as all manner of different servicing plans and payment protection policies will be offered, but say no to all of them, unless of course he is prepared to thrown them in for free. And there are occasions where he might just do that, so don't be afraid to ask. Picture the scenario; the salesman has a little bit of profit left in the car, but can't get you to move on buying any extra products. It'll mean that he'll miss out on earning any commission on those. But as he has a little bit of profit left, he uses that to throw in the product for free, and hey bingo, he is then eligible to earn an extra bit of commission on that product. The commission on that will often be more than the paltry percentage that he would earn on the profit on the actual sale, and so it means that there's more money in his back pocket. He wins, you win – everyone's a winner. But if there's no chance of a freebie, stand firm, say no, even if you fancy the idea of the product or service. Buying it direct and arranging your own cover from the respective company after you've taken delivery of the car will always end up in it being cheaper.

13

COUNTDOWN

Between the time that you order your new car and take delivery, make sure that you collate all of the documents you'll need, so they are all in one place. If you are trading in your old car, you'll need the log book, handbook and service history, as well as the spare key and remember the MOT certificates. Don't forget to tell your insurance company about the change of car so that you are covered when you drive off the forecourt. Often, in order to tax the new car, the dealer will need a copy of your insurance policy, so make sure that they have the certificate with time to spare. To verify your identity, most dealers will need to take a photocopy of your passport, as well as your driving licence, too.

14

THE BIG DAY

A new car is the second biggest purchase after a house, so it follows that it will be a big event. But you'll need to keep calm if you are going to get through the day without a hitch, and to ensure that you get everything that the salesman promised you. A checklist will help in making sure, but taking along a cool headed friend or relative is good, too. They can help scrutinise the paperwork and check over your new car for dents, scratches and little issues that you haven't spotted. The salesman will hope that you don't notice anything that is amiss, as it means that he will need to spend time rectifying it. If there's anything serious amiss, don't accept delivery, and ask for the faults to be put right before you sign on the dotted line. Check everything carefully, as once you drive off the forecourt, it'll be your word against theirs and difficult to prove that the issue was present at the time of delivery. Make a list of the items that need attention and get the salesman to sign to say that they will all be resolved. It may seem awkward, but it's the only way that you can ensure that your rights are protected.

> **If you've decided to trade in your old car, it'll be the 'cost to change' figure that you'll be interested in.**

15

MATCHMAKERS

As you pull onto your driveway, the curtains will be twitching, and the neighbours eager to see your new purchase. And this is often the time when they will be keen to get one up on you, by changing their car, too. And this gamesmanship can be of benefit, as you could introduce them to the same salesman, and if they buy, bag yourself a £50 or £100 introduction fee into the bargain. Most dealerships reward their customers for introducing new buyers to them, and a canny salesman will offer a sweeter deal next time around to ensure a stream of recommendations flood into the showroom eager to do a deal.

QASHQAI FAMILY VALUES

The Qashqai may have picked up both our new and used Car of the Year titles this year, but how do existing customers feel about the new car? We arranged a new Qashqai for the Jones family for a week to see how it compared to their own 2010 Qashqai+2.

It's too soon to call the Nissan Qashqai an icon, but be in no doubt, it is one of the most significant cars of the last decade. It defines the very sector it created and has managed to amass more than two million sales in just eight years. Not bad for a car that effectively replaced the Nissan Almera. The second generation Qashqai, introduced at the start of 2014, picked up where the old Qashqai left off, scooping numerous awards, including the coveted Diesel Car, Car of the Year trophy. By the end of the year, sales almost exceeded 50,000. Pretty good for a new kid on the block.

Only the Nissan Qashqai isn't so new anymore. Twelve months after its launch, the second coming of Britain's favourite crossover can be found on used car lots up and down the land. So to celebrate the Qashqai winning the title of Used Car of the Year in the last issue, we gave a thoroughly used Nissan Qashqai to a family who know a thing or two about Nissan's top seller. Meet the Jones family of Devon – Mick, Maria and their two boys, Jacob and Ben. They've owned their Nissan Qashqai+2 1.5-litre dCi for nearly two years, buying it from their local Nissan dealer.

Rather aptly, Nissan provided a 1.6-litre diesel with over 12,000 miles on the clock, so you could say it had been properly run-in. The range-topping Tekna trim is a notch or two higher than the Joneses n-tec model, offering the full range of Nissan's Safety Shield and Smart Vision Pack technologies. But while Nissan's chief creative officer, Shiro Nakamura, may use words such as athleticism, dynamism and fluidity to describe the styling, Mick was initially unimpressed. "It's too flash, too street", bemoaned Mick, a chap who – as a design director for a yacht company – should know a thing or two about styling. The family resemblance is clear, but the new Qashqai looks like it has spent many hours working out in the gym. Gone is the Tonka-like styling of the original car, replaced instead by something

decidedly more Hot Wheels.

But if Mick was sceptical about the styling, it didn't take him long to warm to the dynamics. "I used to own a few performance cars in my time", Mick explained, with the kind of resigned tone many dads will relate to, having swapped bucket seats for pushchairs. "Ooh, that's a bit good", said a surprised Mick, as he took a tight B-road corner for the first time, taking each subsequent corner more quickly than the last. The latest Qashqai has no right to drive as well as it does. Whether in front-wheel drive or, as with our test car, all-wheel drive, the new Nissan Qashqai rides and corners in a way that would shame many hatchbacks and family saloons. For Mick, the discovery that a crossover could be as satisfying to drive as a performance car was a revelation, but for Maria, the benefits were of a different nature. Unlike Mick, Maria wasn't a fan of the Qashqai's "firm ride", but was full of praise for the intelligent all-wheel drive system, "pleasantly surprised to get such good economy on a four-wheel drive vehicle". But while many Qashqai buyers will opt for front-wheel drive, Maria takes a different stance, suggesting she would "spec it for sure". For her, all-wheel drive instilled a greater level of confidence, often assisting in the most unlikely of occasions.

"I found myself relying on the all-wheel drive system in unpredictable circumstances", recalled Maria, "being able to pull over on to a grass verge to allow an oncoming vehicle to pass on a narrow lane is something I'm unable to do in my Qashqai+2. With all-wheel drive, I'd have the confidence to turn up at a point-to-point, knowing I could park anywhere".

BRIEF SPECIFICATIONS

The Joneses car

Model	Nissan Qashqai+2 n–tec
Price when new	£20,995
Engine	1.5 dCi, 105bhp, 177lb ft
Transmission	6–speed manual, front–wheel drive
CO_2/economy	138g/km/54.3mpg

Test car

Model	Nissan Qashqai Tekna
Price when new	£28,500
Engine	1.6 dCi, 129bhp, 236lb ft
Transmission	6–speed manual, four–wheel drive
CO_2/economy	129g/km/57.6mpg

JONES FAMILY

What's Hot
- Intelligent four–wheel–drive system
- Uplift in interior quality
- Must–have safety aids
- Infotainment system
- Improved fuel economy
- Performance and handling
- Central digital display
- More understated than an SUV

What's Not
- Rear leg and head room compromised
- Electronic handbrake
- No seven–seat option
- More cabin noise
- Styling is too flash
- Local Nissan dealer not great
- "Flimsy" glass roof covers
- Seats lacking in support

Maria went on to draw comparisons between a crossover and an old-school 4x4, suggesting – quite brilliantly – that the crossover is like central heating, whereas the 4x4 is like an electric fan heater. Both effective in their own ways, but one far more efficient than the other.

The "general uplift in interior trim quality" impressed Mick, who also grew to love the driving aids. The blind spot recognition system, part of the Safety Shield pack, was described as being "absolutely fantastic", with the hill start assist, standard across the range, labelled as "brilliant". But the pair stood in unison over their derision for the electronic handbrake, with Maria arguing the lack of control compromises the feeling of safety and Mick suggesting it would be enough to put him off buying the car. But Maria thought the reversing sensors accompanying the 360-degree camera was a big positive, far better than the camera-only set up of their existing Qashqai.

Having spent a week with the Qashqai, the pair would actively seek a car with its impressive range of safety features. "Once you've used them, you can't live without them", argued Mick, going on to praise the new infotainment system and colour display in the instrument cluster. Mick was totally won over by the new car, acknowledging that Nissan had clearly done its homework by ironing out some of the issues of the previous generation Qashqai. It's the small details, like having drinks in the cupholders, which no longer renders the centre armrest useless, while also making it tricky to change gear. But not everything is a step forward. The entire family claimed the space in the back was restricted, with even the boys, aged 15 and 11, criticising the lack of head and legroom. Maria also felt claustrophobic in the back, putting it down to the raised window line, black headlining and the lack of a view over the front seats. Jacob, 15, failed to find total comfort in the leather seats, complaining of a "numb bum" on long journeys, but was enthusiastic about the vanity mirror light. Such things matter when you're a growing lad!

> **It defines the very sector it created and has managed to amass more than two million sales in just eight years.**

The Nissan Qashqai is successful because it makes you feel special. By taking all the ingredients of the first generation car and improving the styling, dynamics and interior, Nissan has made the best crossover even better. It's still the benchmark for rival carmakers to aspire to. Mick and Maria are certainly fans of the new version, but were they impressed enough to consider buying one? Well no, because for all its qualities, Nissan no longer offers a seven-seat version, instead reserving that option for the new X-Trail. For the Joneses, this creates a problem, because a less than satisfactory experience with the Nissan dealer and no real affinity to the Nissan brand means they could look elsewhere for their next car. That said, Maria is looking further ahead and would consider a top-spec Qashqai when the boys leave home. Could this be the world's first couple aspiring to crossover ownership after the children have flown the nest? This came as a surprise to Mick, who started muttering things about SLKs and sports cars. But for now, if you're looking for a car to keep up with the Joneses, you could do a lot worse than a Nissan Qashqai. As Mick and Maria told us, it ticks a lot of boxes.

Gavin Braithwaite-Smith

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Features

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- Improved cold weather starting
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ON YER BIKE!

Motorbikes are no longer the preserve of petrol-heads, as recent developments reveal.

With questions over their power-to-weight ratio, size and limited rpm, potential diesel engines have historically been seen as unsuitable for motorcycles. But the lure of 200mpg-plus fuel economy continues to drive the quest for a commercially-successful diesel motorbike to go on sale.

The first diesel motorcycle – built in 1904 by Jan Dopper – was a fairly rudimentary affair: its two-speed BRONS-type engine producing just 2bhp at 700rpm. Further Developments led him to produce a three-wheeler in 1910 before war intervened. During both World Wars and in the intervening period, various prototype diesel motorbikes were developed – primarily for military purposes – but it wasn't until the 1950s that manufacturers started to seriously experiment with machines with civilian potential. In the early 1950s, BSA built a number of motorcycles with Daimler-produced engines, whilst Arthur Sidney developed a successful 500cc diesel Norton motorcycle. Power from the aluminium-blocked engine was around 10 to 14bhp, with top speed around 55mph.

Military demand continued to drive development though, with many governments wishing to use diesel for all their military machinery. In many cases diesel engines were simply transplanted into petrol motorbikes, rather than designing a completely new diesel motorcycle from scratch. By the 1980s, many NATO forces in Europe had re-fitted their bikes with diesel engines. Air-cooled single-cylinder engines built by Lombardini were popular, with some achieving similar sub-70mph performance to petrol motorbikes and fuel economy of more than 100 miles per gallon. In 2005, the United States Marine Corps modified the M1030M1 – an off-road motorcycle based on the Kawasaki KLR650 – with an engine that could run on diesel or jet fuel. Further development at Cranfield University and California-based Hayes Diversified Technologies led to the production of the Kawasaki KLR650 diesel motorbike. A liquid-cooled single-cylinder 584cc four-stroke, it produced 28bhp and boasted a top speed of 85mph. There was talk of producing a civilian bike in parallel too, but that has so far not come to fruition. Perhaps due to a perceived lack of demand for a diesel bike in the Western World?

In India, however, there were no such reservations, especially as the price of diesel was so low. Royal Enfield sold 325cc single-cylinder diesel-engined Taurus motorbikes in very large numbers from the 1990s, until recent pollution laws caused production to cease, but most of them are still in running condition. And in the last few years, with the growth in popularity of other diesel-powered vehicles, companies in India, the USA, Holland and Germany, among others, have all been seeking to mimic Royal Enfield's commercial success in a financially and environmentally-viable way.

DIY CONVERSIONS

Bespoke diesel motorcycles – where a diesel powerplant is transplanted into an existing Royal Enfield motorbike – are actually more popular than you might imagine, with many enthusiasts fitting engines made by Ruggerini, Lombardini and HATZ. Specialists like Pricepart Motorcycles are happy to help, and could convert your existing Royal Enfield to diesel power from around £2,500 including VAT.

CURRENT PRODUCTION BIKES

Diesel motorbikes currently in proper production include the 11bhp Sommer Diesel 462, capable of 65mph and 95mpg, and powered by a HATZ diesel motor. They are assembled by hand in small batches in Eppstein, Germany, with all of the remaining components supplied by Royal Enfield of India.

Dutch company E.V.A. Products BV started to sell their Track T-800CDI diesel motorcycle in 2009, although production has currently been halted. Priced at £15,995 in the UK, its 50bhp Mercedes 800cc engine gives the Track T-800CDI a 102mph top speed and fuel economy figures of 76mpg.

Hayes Diversified Technologies' M1030M1 diesel Military motorcycle is currently in production for the US and other NATO armed forces – including the British Army.

DID YOU KNOW

The only mass-produced diesel motorbike to date was the Taurus, built by Royal Enfield in India. And it was capable of returning over 200mpg!

PROS & CONS OF DIESEL MOTORBIKES

FOR: Epic fuel economy, can be run on biofuel

AGAINST: Heavy, noisy, expensive

Based on a modified Kawasaki KLR650, top speed is 90mph and fuel consumption is rated at 96mpg. A civilian version – the D650A1 Bulldog – was originally intended for release in 2006, but due to increased military production demand, this is currently on hold.

French defence manufacturer HDT also makes a military diesel motorcycle – the 670cc 1030M2 – which can even run on jet fuel and biodiesel, whilst German company Star Twin Motors produced a 70bhp Thunder Star 1200 TDI, with a modified 1.2-litre Volkswagen Lupo diesel engine.

Elsewhere in Germany, Neander Motors have produced a twin-cylinder turbodiesel 100bhp diesel motorbike – called the Neander – which is capable of reaching 60mph in just 4.5 seconds and plan to produce around 60 bikes a year. And although production of the highly-successful Taurus model has now ended, Royal Enfield in India is currently developing a replacement diesel-powered bike to launch into the Indian market too.

So what does the future hold for diesel motorcycles? Small-capacity, forced-induction diesel engines are definitely the way forward, and if emissions and purchase price can be kept within sensible limits, then a contemporary commercially-viable diesel motorbike won't be very far away. In the meantime, the technology will continue to be driven by specific military applications.

Guy Baker DC

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- Or write to him at: Doctor Diesel, Diesel Car Magazine, 40 Nevendon Road, Basildon, Essex. SS13 1AW.

KNOWLEDGE IS POWER

Your clarification is required please Doctor. In the Diesel Car Data Files, are the power and torque figures as measured at the flywheel or at wheel values? Reason for asking: I have just had my 2009 4x2 Ford Kuga (65,250 miles) dynamometer tested. The results show peak flywheel power as 166bhp at 3,780rpm, with peak torque of 285lb ft at 2,170rpm. Wheel values were 144bhp at 3,750rpm and 261lb ft at 2,110rpm. My son questions the figures, as he is under the impression that the data published in the sales blurb are flywheel values. Best wishes for the festive season and a preposterous New Year!
David Sayer

Of course if you measure the power output on a set of dynamometer rollers, then you can really only actually measure the power at the wheels. True, but what they do, after the power test run and with no power generated by the engine, is measure and record the power absorption of the transmission and drivetrain, all the way from max power down to tick-over speed. That is then added to the power measured at the wheels to give a pretty accurate estimate of the power at the flywheel, as measured by the manufacturers, on a bench dynamometer and with the engine out of the car. So the corrected dynamometer figures are pretty comparable with quoted figures, but we often see engines delivering significantly more power than the quoted output.

Typically, 2.0-litre TDI Volkswagen Group engines that were quoted at 140bhp for quite a few years often delivered 155bhp plus on a rolling road dynamometer. Presuming that I'm correct, and that your 2009 2WD Kuga engine is the 136PS (134bhp) engine, then your figures of 166bhp are pretty damned good. It seems that this engine, like the VAG 2.0-litre TDI unit, also typically exceeds quoted output figures. Superchips' test figures on your model, standard and tuned by them, give 154bhp standard and 173bhp tuned, at around 3,500 to 3,600rpm, with torque figures pretty much in line of between 270lb ft and 290lb ft at around 2,300rpm.

So it sounds like your engine is in rude health, and probably has benefited from regular servicing and sensible driving! Hope that is good news for you and helps you understand the figures you were given. I'm rather surprised that they actually gave you the uncorrected "at the wheels" figures.

Doc

NO REFLECTION ON THE MOTORWAYS

I could not agree more with your comments in the latest issue, reference road markings. Last week we did a round trip from Chester to Edinburgh and back. The return journey, in darkness and rain, on the M6 and M56, was an absolute nightmare. For many miles, the white line markings and cat's eyes were virtually invisible. So much so, that I opted not to enter into the third lane, it was just too dangerous. The risk of just dropping a wheel off the outside lane and being dragged into the central barrier was too great. Sure enough, we came across just such an incident on the M56, a car had been dragged into the central barrier. Keep up with the good work.
Mike Case

Thanks Mike. I'm glad to report that my approach to the Highways Agency received a positive response, and that I have established that improvements and repairs to both the cat's eyes and while lining on the A47 are to be commenced early in 2015. Not as a result of my initiative, I must stress, but no doubt somebody either undertook an assessment as a result of other complaints or reports. It will be interesting to see what replaces the worn-out cat's eyes and whether they will be solar powered, as seems likely, for better visibility. As somebody has recently pointed out to me, the original cat's eyes were self-cleaning, in that as they were depressed by traffic into their rubbers casing, the faces of the reflectors were wiped clean. I don't think this is the case with later hard plastic cased reflectors, which might well account for their loss of reflectance with the passage of time.
Doc

SPARE THOUGHTS

Where have all the sensible people gone? We all recall when the front indicators on most cars were located well away from the main front lighting units and could more easily be seen, whereas now most, if not all, seem to be located within the main front lighting units. Whilst I can appreciate that there may be a significant cost saving in such an approach, with less parts being needed for the unit, but I wonder if I am alone in having problems, especially at night, in seeing an indicator flashing, immediately adjacent to a dipped headlight?

On another issue, I note that very recently the spare wheel (to have or not to have?) debacle was raised by one of the big daily rags. In what was a very well written and quite balanced article (which makes a pleasant change! Doc), it seems that, where no spare wheel is the default option, as seems to be increasing the case, even if you could manage to effect a temporary puncture repair with the compressor and sealant provided (probably to be an Olympic sport in a few years time), it is almost impossible to remove said sealant afterwards to allow a proper puncture repair to take place; hence a tyre with a simple nail type puncture repaired temporarily that way may very well be essentially scrap. My view is quite simple; opt for the spare wheel every time, the cost of which with my present car was a £100 option. A proper spare wheel can be used as many times as is needed and with a simple puncture, the repair cost is pretty minimal – in Belfast, approximately £10 to £15.
Eddie M

I'm still here Eddie! So is Ian Robertson! I do share your frustrations. Have you actually tried changing a headlight bulb lately? Sometimes it's more like what one imagines obstetric surgery must be like – you can't see what you're doing, you can't get close enough to the action, and as for not putting your (greasy) fingers on the glass of a halogen bulb – well, they really must be joking!

As for spare wheels, often the only option for some cars is still only a space-saver wheel and tyre, not a full-size one. This of course applies frequently to more upmarket model variants, where the wheel and tyre size is significantly bigger than the base level model, for which the spare wheel housing was carefully designed. A lot of the problems here come from European manufacturers who design cars for the majority of their markets, which in continental Europe is not obsessed with big alloy wheels and fat tyres, like Britain. I read a piece recently, I think it was in Volkswagen Driver magazine, which showed how, by fairly easily cutting out a relatively small piece of black vinyl trim (invisible, under the carpet and boot floor), you could actually fit in a full-size spare wheel instead of a space saver, or the puncture repair outfit. I've fortunately never yet had to use one of these kits and I hope that I never will – I think if it were to happen, I would possibly just ring the AA and sit and wait for "the man who can" to arrive and sort it out for me.

Funnily enough though, the technology of the gooey stuff in these kits does seem to work well with bicycle wheels and tyres, and my bicycle is now running on inner tubes pre-injected with the stuff, and I've had no punctures to date, and the pre-injected inner tubes only cost about £6 to £8 each. But it's obvious to me that the manufacturers are not trying that hard to get round this problem and one of the main tricks is to use the absence of a spare wheel to bump up the boot volume figures. Another trick now is to have two boot floor levels, with the higher level serving to give you a large flat area (but reduced height and volume) when you tip the rear seats, but giving a big step when using the lower boot floor level that you used to have on the previous model! If some manufacturers can do it, like Honda and Mazda, and offer other rear seat folding permutations, why can't the others? You get all this sometimes annoying electronic technology that is actually pretty cheap to offer, but they don't seem to address some more basic problems. Good to hear from you Eddie.
Doc Diesel

DISCUSSION IS GETTING HEATED

On the subject of air conditioning units working in reverse as reversible air source heat pumps to produce hot air to help warm up the cabin before any engine heat is available, (Mohamed, Issue 333), I started digging into this and found the following information regarding electric cabin air heaters. So I am now wondering if many cars have this feature of which owners are unaware? All Mk 5 Golf and Jetta Diesels have them; (and later Golfs, and many other cars, including some Fords, I have now discovered. Doc.) they are called PET heaters and are basically a 1kW electric heater positioned upstream of the heater matrix. A Mk 5 Golf technician's self-study programme says:

"An electrical auxiliary air heater is installed in diesel vehicles. The electrical auxiliary air heater is a combination of a PTC heater element with an integrated control unit. It is installed downstream of the heat exchanger and provides additional heating of the vehicle interior after cold-starting the engine. The electrical auxiliary air heater directly heats the air which enters the vehicle interior.

Activation conditions: The electrical auxiliary air heater is activated:

- **in the case of the Climatronic and Climatic systems, automatically via the CAN data bus.**
- **if the occupants set the heating output to over 90 per cent at the operating unit.**
- **if the water temperature is below 75 degrees Celsius.**
- **if the engine speed is higher than 500rpm.**
- **if no load management system is active.**
- **if the 'Econ' button is not pressed."**

Can we be sure that Mohamed's Citroën and his other cars did not have this feature, rather than the clever heat pump air-conditioning unit that he describes?
Harry Gent

Hmmm. I don't like feeling ignorant Harry, so I've had to do quite a lot of research to update myself on this, and I'm still feeling somewhat ignorant. Funny how manufacturers want you to know some things, but not others! PTC ceramic chips have been available for many years as low wattage sources of electric heat, and are manufactured from a barium titanate material, plus other control components, to provide the desired resistance/temperature characteristics. When electrical voltage is applied to a PTC chip, heat is not generated at a constant rate. These chips have a built-in temperature limit such that as the PTC chips heat up, they reach a design temperature at which the heat output decreases drastically and in this case ceases to heat the incoming air.

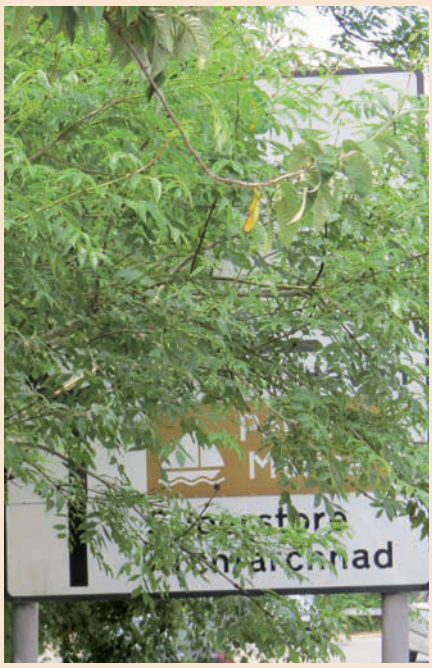
But now see this from Nissan: "A heat-pump cabin heater has been adopted for heating an electric vehicle (EV), using less power than (in) conventional models. It greatly improves power consumption when the heater is being used. Nissan Leaf is the first mass-produced vehicle in the world to employ a heat-pump cabin heater. Conventional air-conditioning systems used an electrical heater, but since the use of the heater directly relates to power consumption, actual driving range

was significantly reduced. A heat-pump system, meanwhile, heats the cabin using the temperature difference between a refrigerant and the outside air, obtaining a heating effect (by) other than consuming electricity, and making it possible to heat the car cabin with less power than conventionally." This system has now been used in Renault's Zoe EV, too. Apparently, depending on ambient temperatures, electric power drawn from the batteries can produce as much as three times as much cabin heating (or cooling) power, using the heat pump principle, by drawing heat from (or discharging heat to) the ambient air. If Nissan's claim is correct, then Mohamed's Citroën did not have a true air source heat pump, and I shall have to do some more investigations into this and hopefully clarify things at a later date. My thanks to Mohamed and Harry for opening this fascinating subject.
Doc

FURTHER REFLECTIONS

In addition to your fully justified complaints about the poor maintenance of cat's eyes, white lines and other road safety aids, could I also add road signs that are unreadable because they are obscured by overgrowth of vegetation of various sorts, and illuminated warning signs that are left on long after the incident or hazard has been resolved. This is happening so frequently that motorists are starting to ignore them and they are no longer having the effect that they should. Regards and Compliments of the Season,
Les Cooper

Point taken – thanks for writing. I could have added so many other irritations regarding traffic management and road signage. When I was just a lad, green left filter traffic lights were quite popular, but they seem to have become rare, nay almost extinct now, certainly around my way. I used to regularly encounter a set of traffic lights close to Manchester Airport, on Simonsway in Wythenshawe/Heald Green that were positively dangerous, but nobody seemingly wanted to know or do anything about the situation. Driving along Simonsway, west to east, you came to a set of lights with Styal Road – which led you to the notorious Styal Women's Prison. If you wanted to turn right, to go south on Styal Road, when you sat in the middle of the lights, waiting for east-west traffic to clear so you could complete your right turn, you could not then see any traffic lights! So the only way was to take your chance, after the line of traffic coming towards you had tailed off, and hopefully before the lights had turned red against you – even though you couldn't see whether or not they had! Mind-blowing!
Yours as ever,
Angry old *Doc Diesel*!



SOAPBOX

REMOVING THE FUN FACTOR

Like many things invented and developed by humans, forms of powered transport have generally gone down technological routes that have seemed utterly logical and progressive at the time. It was logical that things should move away from coal-powered steam engines, as used by early cars and trains for many decades, for they were staggeringly inefficient in terms of converting fuel into motive power, bulky, and also appallingly dirty. Magnificent machines like the streamlined 126mph Class A4 Mallard, designed in 1935 and in service for over 30 years, arguably arrived at the very end of such a technological journey, and found it to be a cul-de-sac. Far more efficient and cleaner diesel and diesel-electric power followed on from steam, and still play a major part in rail power today.

But now it seems very likely that the car's internal combustion engine has been heading down something of a cul-de-sac for some decades and that it will ultimately be displaced by power units of radically different design. That's the nature of human technological progress. We are now beginning to see the arrival of new technology that will employ sustainable energy sources to power clean transport for future generations. It's almost inescapable that electricity will, in one way or another, be the prime mover of the cars of the future, and I suspect that one of the sad outcomes of it all will be that much of the glamour and enthusiasm for driving and cars will inevitably disappear. We can see it happening in today's conventional cars, as human involvement in the driving process is progressively reduced by safety technology and increasing numbers of driving aids and safety systems, and it seems that we may quite soon even be threatened with the driverless car for some transport situations. As the nature of the seemingly inevitable electrical drive units employed is little more than purely functional, albeit highly efficient, we think that we stand to lose all the character that enthusiasts have so loved in a car's internal combustion engine, and probably also in its chassis and running gear. Does that mean we are inevitably nearing the end of the glory days of motoring, as those of us who are old enough to have seen the last three decades of progressive regulation and state nannying may already be feeling? Will the Range Rover SDV8, BMW 535d, Golf GTD, and their petrol counterparts of today, be replaced by machinery with any such comparable personality and individuality? We can foresee a very bland future world of gearless cars powered by ranges of electric motors of near-identical specification, utterly uniform in terms of power delivery characteristics, running on

ranges of similarly designed modular chassis to suit each size range. They will deliver a driving experience that's inevitably highly efficient and very green, but one that will be devoid of any entertainment value and real driving involvement. Gone, except at Goodwood Revivals, will be the sound of double overhead camshafts, screaming V8 engines, the smell of burning oil, and the squeal of hot rubber on tarmac. These new machines are also going to be mechanically quite boring, annoyingly reliable, and virtually devoid of any scope for DIY, or calls for advice from Doctor Diesel – but then hopefully he will be taking his pension long before this nightmare world arrives!

CAUSTIC COMMENTS

Further to past correspondence on turbochargers clogging up, especially those with variable vanes, I was in the local Jazz Club last night and was given some rather doubtful advice. Whilst very original in thought, it somewhat horrified me, and will I expect you also. The "expert" in question said don't use any of proprietary cleaners, just drill a suitable diameter hole in the turbine housing then drill tap it to M8 size. Then squirt in plenty of caustic soda based oven cleaner, screw a very short bolt into the tapped hole, and just leave it overnight. The next morning just start up the engine as usual and the vanes will have been unclogged! My thoughts are what if (via the EGR system) the solution were to get into the combustion space? Surely there would be corrosion to the top piston ring land? What happens to the solution going into the catalytic converter and, if fitted, the diesel particulate filter? What happens about small metallic particles going through the exhaust system? I hope that this did not put you off your dinner! Whilst it maybe might have some merit in extreme circumstances, such as in a war zone, I somehow do not think any manufacturer would approve!
Bob Fisher

Good God! Do they still have jazz clubs? I thought they all went out in the last century! No, your note didn't put me off my dinner Bob, but I'm sitting here rather agitated, with half my radiators off, for some strange reason – probably one of the two solenoid water valves has gone down – and the allied air forces are doing their very noisy F15 fighter training in the skies above us. Yeah, well that oven cleaner trick might be alright for a ten-year old Golf that's worth peanuts and not worth repairing, but it's not something that you would do with a half decent car, is it? That has set me off wondering when the first variable geometry turbos arrived, which my research discovered to be the 1991 Fiat Croma, a model which, five years earlier, had pioneered the direct injection turbodiesel in cars. Of course we didn't get that Croma diesel in the UK, but it's gone, but not forgotten, which was rather less forgettable than the later Croma.
Doc

DM@IL

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BLINKING **INDICATORS**

Dear Ian

I've noticed a gradual deterioration in the standard of driving over the years, but put that largely down to being grumpy in my old age. In the same way that policemen all look young, my advancing years is putting a different slant on life, I think.

But one motoring related issue that is getting my goat is the lack of anticipation of other drivers, in particular when indicating. When I learnt to drive (and my sons, which were taught by an instructor, with additional tuition from me), we were told that you should indicate your change of direction as early as possible to give other motorists a chance to slow down and react. But these days, I find that drivers either don't indicate at all, or flick the indicator stalk just as they are undertaking the manoeuvre, which kind of negates the need for indicators at all – what happened to the saying 'mirror, signal, manoeuvre'? It's more like manoeuvre, maybe I'll signal, maybe I won't, and don't worry about the mirrors!

The bulk of the offenders seem to be young people, so I wonder whether the standard of tuition has gone down? Either that, or there's so much going on inside, what with music players, touchscreens and mobile phones, that their attention is taken up with that, rather than keeping their eyes on the road and driving courteously.

And I don't mean to go on, but the number of cars that I see that alter lanes on the motorway without indicating at all is scary. And all too often it can end in disaster, with two cars trying to change lanes (without signalling) and wanting the same space. I witnessed a nasty accident on the M3 a few weeks ago where this was the exact problem, and another near-miss (or should that be near-hit) on a dual-carriageway on the way into London.

When I was a youngster, we drove properly and carefully because we lived in fear of our licence being endorsed (or taken away) by a policeman that witnessed us driving poorly. But these days, with officer numbers down, it is rare to see a police car at all.

Bill Warner,
Bracknell

Dear Bill

Thanks for an interesting letter, and a subject that I'm in total agreement with you on. Now, I'm sure that I haven't got as many years' experience as you have, but it was drummed into me by my driving instructor about 'mirror, signal, manoeuvre', and it has stuck in my head every since. I have been told in the past by friends that I 'indicate' too much, but I am firmly in the camp that you can never do it too much. If everyone is aware of the direction that you want to travel in, not only do you often get let out by other considerate motorists, but everyone is prepared in advance and ready for your manoeuvre.

I remember speaking to an 'old school' traffic cop many years ago, where he said that the standard of driving (and the state of the car) is a good indication of the type of person that is driving. Invariably if there's a neglect of the road rules, then there is a high likelihood that there will be other violations, too. Like not bothering to insure the car, get the car MoT'd or taxed. He was quite emphatic that when time allowed, he would pull over every single car that he saw that displayed poor driving or had an inoperative brake or side light. He advocated that the time spent educating these people was much better use of his time than trying to catch speeding motorists. And I can see his logic, as poor driving and lousy car maintenance can have a much bigger impact on other motorists than someone travelling at 31mph in a 30 zone.

Ian

LEGAL i

SPEEDING AND TECHNICAL DEFENCES

road traffic representation

Available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Former practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences and advise.

www.roadtrafficrepresentation.com

Q Can speed camera evidence be challenged, if, for example, the camera might not have been working or operated properly? Are there any other technical defences to speeding charges?

A Speeding offences are created by legislation, so they are themselves technical offences and therefore if the technical requirements of proving the offence have not been satisfied, then you would have a defence.

Dealing first with 'other technical defences', these include the size, colouring and placement of speed limit signs, all of which are specified in regulations. If they are materially incorrect, then you would have a defence. Where there are no signs, then you are probably in a 'restricted road'. It is an offence to drive in excess of 30mph on a restricted road. You usually know when you're on a restricted road, because it will have a system of street lighting, with the lamps being not more than 200 yards apart, but confusingly there are roads that do not have this street lighting where the highway authority has made a direction that it shall be a restricted road. If there is no system of street lighting, as described, and there has been no direction by the highway authority, then you might have a defence, but it is the system that must be defective, rather than a defect with one lamp. If a lamp is temporarily missing so that in one place the street lights are more than 200 yards apart, there is still a 'system' of street lighting. There was a case where there were four street lamps, two of which were 201.5 yards apart and the other two were 200 yards apart. The court still convicted saying that the additional 1.5 yards was too small a discrepancy to make a meaningful difference. Another court has ruled that there is a conforming system of street lighting where some of the lamps were 212 yards apart, but the average distance between lamps was 95 yards.

These cases illustrate that the courts are reluctant to allow technical defences, and this has become increasingly apparent when challenging the evidence of speed cameras. In a recent appeal case, the court rejected the defence argument that failure to check the accuracy of a speed detection device prior to its use was not necessary, even though both the manufacturer of the device and the guidance issued by the Association of Chief Police Officers recommended this. Importantly, the court noted that there was no evidence before the original court to suggest that the device was not working properly and this tends to be the starting point if you are to have any hope of challenging speed detection evidence on technical grounds. If, for example, you have a string of witnesses to say that you were travelling 10mph under the speed limit and the device measured your speed at 10mph over the limit, then the court might be more willing to consider technical challenges as to the accuracy of the device or the correctness of its use.

Over the course of forthcoming articles we will examine some of the better known speed detection devices and where they might be vulnerable to challenge.

DIESEL **DEMONS**

Dear Ian,

As you'll know from my previous correspondence with Doctor Diesel, I am one of your magazine's original subscribers, although I drive a Clio 0.9TCe petrol these days, rather than an oil burner, due to the very low mileages that I cover. Even during the winter, I am managing to achieve a regular 54.5mpg between Dunfermline and Edinburgh, which involves some quite heavy traffic at times.

For this reason, I think you have made a good judgement call to include an expanded EcoCar section in Diesel Car that includes petrol vehicles which are free of road tax, and also list them in the new car prices section. In fact, after watching tonight's "Dispatches" programme on Channel 4 and observing regularly increasingly hostile comments from politicians, I suspect that it may be better to not separate Diesel Car and Eco Car as is your eventual aim. I hope I am wrong, but I fear that if diesel is demonised by our masters and suffers swingeing penalties through taxation and charges, new car sales may revert back to petrol by default.

In such an event, a combined magazine would be easier to amend and manage as the balance changes between petrol, diesel and alternative fuels rather than individual publications.

Whatever happens, I intend to continue subscribing as this is the best format of Diesel Car that I have seen to date, and you will be glad to know that when I am finished with my copies, I leave them in the waiting areas of the local doctors' surgery, my dentist and an Edinburgh hospital!

Good luck for the future and give my best to the current Doctor Diesel, who I rate very highly.

Kind regards

Brian Griffiths
Dunfermline

Star ★ Letter

The writer of this month's star letter wins a foldable mechanic's mat with headrest worth £55.

Next month's star letter will win a 12-volt battery and alternator voltage tester worth £26.

SEALEY

The Extra Mile

We return to the subject of automatic transmissions and their fuel economy, because the progress seen in recent times has been remarkable. Many manufacturers are now offering automatics that are far more economical than in times past, although the infamous EC economy figures will rarely be delivered in real life, just as is the case with manual transmission cars. What is remarkable is that automatics, traditionally thought to be thirsty, are increasingly matching, or come close to many manual transmission cars for fuel economy, and sometimes even beating them.

Jaguar's forthcoming XE delivers results of 74.3mpg for the six-speed manual, powered by the new Ingenium 2.0-litre engine, and only drops down to an amazing 72.4mpg when fitted with the eight-speed automatic, taking it well clear of all its German rivals. The number of transmission ratios give a clue to this, and in other cars with efficient automatic variants, because a well set-up automatic car has a far greater chance than the manual one of being in the optimum gear for fuel economy at any given time. And this is because it has one or more extra ratios from which to choose, and also because its computer-controlled automatic knows better than almost all drivers which is the best ratio to select in any given driving situation. And, although there are some energy losses in torque converter transmissions, these have been greatly reduced in recent years and, in open road motoring, the transmission will usually be locked to avoid such losses. Many automatics often now offer an economy or efficiency mode and there are added bonuses available here. As well as modifying the ratio change points for optimum economy, some transmissions, like Volkswagen Group's DSG and S tronic gearbox, slip into neutral and coast when you lift right off the throttle in Eco mode, as with the freewheeling of past times, totally eliminating the engine braking resistance. You'll be amazed when you see how far you can coast like this, and as soon as you touch the accelerator, you'll be back into gear.

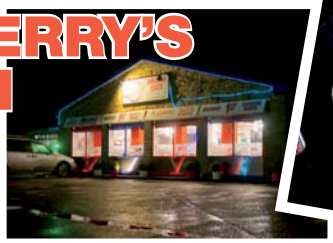
In contrast, do bear in mind that, whilst it may be fun on entertaining roads to slip the transmission into the 'sport' setting that's usually offered, you will pay for your fun next time you fill up. You also do need to do your research carefully; Volkswagen's new Passat 1.6-litre TDI engine, using the seven-speed dual-clutch DSG transmission, is more economical than the six-speed manual, but the reverse is the case with the 2.0-litre TDI DSG variants.

Some stepless CVT automatics and automated manuals without torque converters, like Citroën's ETG, and even some dual clutch transmissions, have driving characteristics that at times aren't as seamless and smooth as the traditional torque converter automatics; so do drive one before you buy and don't just rely on favourable impressions of a manual transmission variant. But what sort of fuel economy you get will always depend on the nature of your motoring. Many automatics pull a significantly higher ratio in top gear than the equivalent manual gearbox, and this gives particular benefits in open road motoring and high speed cruising that are not indicated by the EC extra-urban cycle figures, where steady speed cruising is pretty much ignored. Don't be pushed into, or away from, an automatic for a difference of three or four mpg, because the real life scenario often won't be that clear-cut. But do avoid older used cars with five-speed automatics, and some with even fewer ratios, which will almost inevitably be very thirsty. If you do fancy two-pedal motoring for ease of driving though, or possibly because one of the users needs an automatic for physical reasons, the chances are that if the EC economy figures are close to those of the manual variant, you won't pay much extra at the pumps by opting for one, particularly if you drive it sympathetically.

Victor Harman

Meals on Wheels

HUCKLEBERRY'S AMERICAN DINER



There's lots of beautiful scenery to look at as you're driving around North Yorkshire, with plenty of country pubs available to keep you fed and watered. However, if you're making your way along the A64 between York and Scarborough and fancy an all-American dining experience, then Huckleberry's is for you. It used to be a Little Chef, but now stateside memorabilia covers virtually every surface, from large stars and stripes flags to six-foot Coca-Cola bottles. The bigger is better theme continues when you see the claim that Huckleberry's is England's first Man vs Food restaurant. That means you can face the likes of the Macho Nacho Sombrero Challenge – that's four pounds of fully loaded nachos – or Slidergeddon, a 'light' snack of just 12 burgers with fries and milkshake. Make it through in the time stated and you get to see your picture on the wall of fame.

Elsewhere there is a solid menu of Americana, with £11.95 worth of Piggy Backed Bird being a suitable choice for us. This arrived on a huge plate, with a mountain of fries, topped with a butterflied chicken breast smothered in pulled pork and melted cheese. Cooked beautifully, there's little to fault here. There's chicken, hot dogs, sandwiches and, of course, burgers to choose from. A good list of American beer is also available, but, as we were driving, we stuck to the peanut butter and chocolate malt milkshake.

If the food is good, the service is great. A small team were running around a packed restaurant, never looking anything other than happy to be there. The fact that we were still at our table over an hour after the restaurant officially closed, with drinks still being served, says a lot about the atmosphere they create.

If you're passing by York and are feeling really hungry, Huckleberry's is great. If you're in the mood for pure gluttony, the Man vs Food challenges will keep you busy, and everybody else entertained. Either way, it's worth a visit, but you may need to call and book in advance – you'll be lucky to get a table on a Friday or Saturday evening. DC

Address	Malton Rd, Flaxton, York, YO60 7SG
Telephone	01904 468028
Website	huckleberrysdiner.co.uk
Opening hours	9am to 9pm daily

Service	★★★★★
Ambience	★★★☆☆
Quality of food	★★★★☆
Value for money	★★★★☆
DieselCar verdict	★★★★☆

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IN A CLASS OF **ITS OWN**

When the Rover SD1 was consigned to the history books in 1986, Rover was a brand still in transition. Parent company British Leyland was long gone, replaced by the Austin Rover Group, with its ownership laying not with the British government, but with British Aerospace. Austin Rover was enjoying a highly successful partnership with Honda, a relationship that had borne fruit in the shape of the Triumph Acclaim and the original Rover 200, so it was unsurprising that when the 800 series arrived in 1986 it shared a common ancestry with the Honda Legend.

Launched as a five-door fastback and four-door saloon, it received a major facelift in 1991, bringing it in-line with the second generation 200. It was followed by a new coupé, which launched in 1992 and used the Honda 2.7-litre V6 engine until that unit was replaced by the 2.5-litre K-Series V6 powerplant in 1996. One engine option missing from the coupé range though, was a diesel. That is except for this one.

When it left the Cowley factory back in 1999, it was powered by a V6 petrol engine, mated to an automatic transmission, but today there's something quite different under the Rover's bonnet, namely the 2.5-litre VM Motori unit employed by in the 800 series saloon and Fastback. Owner Darren Brown is a long-time Rover enthusiast and has owned 800 Coupés before, but none quite like this. "I had a Rover 75, but really fancied another 800 Coupé. I saw this one on eBay and was going to bid, but left it for a few days and almost forgot about it." When Darren looked back on eBay a few days later he found the car had only reached £500 and had seconds to go. "I put in a half-hearted bid and ended up winning!" recalls Darren.

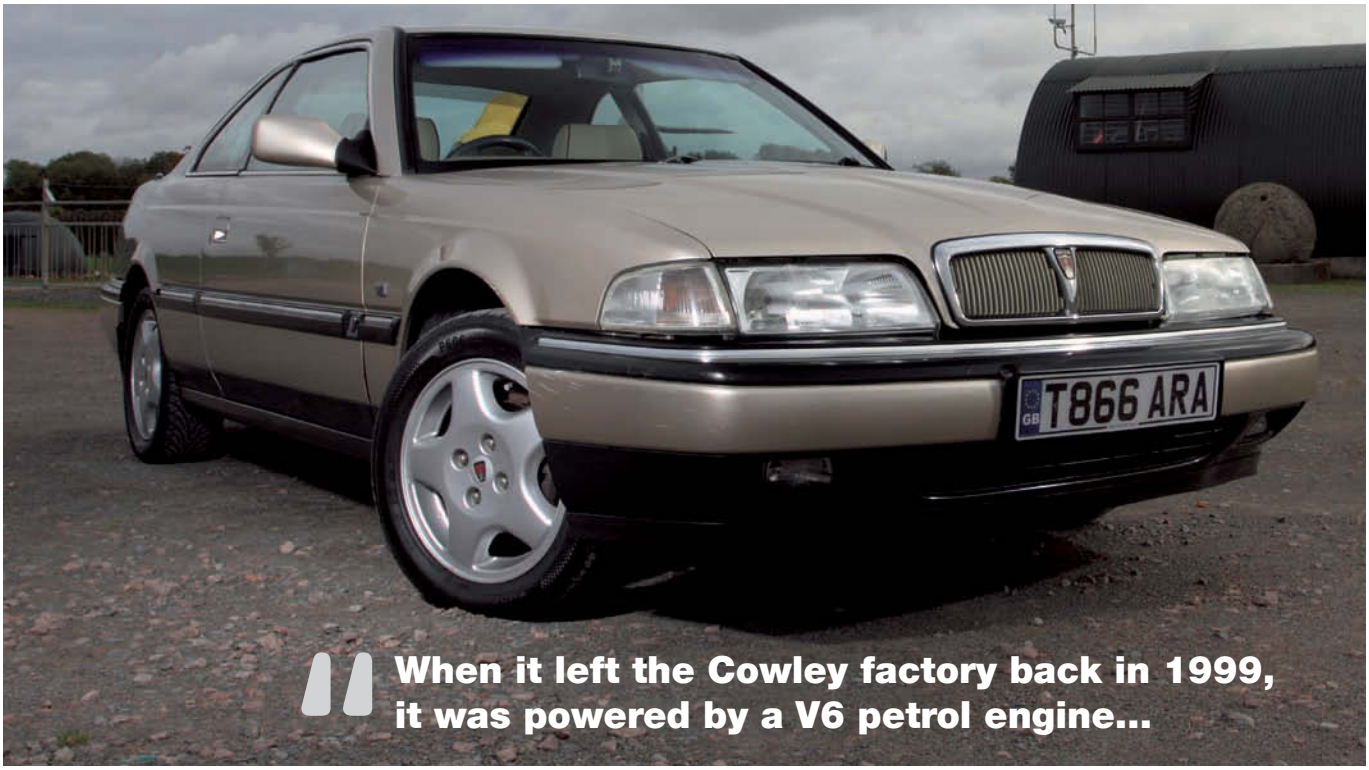
The Rover had been off the road since 2009, having lived under a cover during that time. Despite its ten years, the 800 had covered under 80,000 miles. Though low mileage, Darren still had to undertake some light re-commissioning work to get it road-legal once again. "I had to replace and repair the wipers, and all four tyres were replaced" says Darren. "My aim was to get it MoT'd and on the road for as little as possible, then get it sorted."

Following its date with the ministry, Darren found that the car needed a little more work to gain its MoT certificate. He recalls "It needed a CV gaiter, flexi hoses and brake pipes. One of the rear calipers was seized, and it needed a new disc on the front. I also had new pads fitted all around." While it needed more work than perhaps Darren was bargaining on, he was still able to get the Rover back on the road, including the tax, for £1,200.

Since then Darren has replaced the radiator with a new item and swapped the original alloy wheels. "The original wheels were a real pain to keep clean" admits Darren.

So the question remains – how did this unique Rover come to be? Well one suggestion that Darren has heard is that it's a one-off Rover prototype – possibly the result of some skunk-works style effort to see if the combination of coupé and diesel

In the first of a new series, we examine rare and unusual cars in the garages and on the driveways of our readers



When it left the Cowley factory back in 1999, it was powered by a V6 petrol engine...

could work, however Darren believes this to be unlikely. The car wasn't type approved with the diesel engine, meaning it would be impossible for Rover to sell. That said, cars do sometimes escape from factories, but it seems unlikely in this case – the Rover's logbook states it's a V6 petrol automatic, something that wouldn't have happened had Rover built the car as a test bed.

Sold by the Rover dealer Wadham Kenning in Burton, it seems that the work has been carried out by an enthusiast, but on a professional level, however Darren's surprised at the amount of effort that's been put into the car. "It would have been a big job" says Darren. "It would have been stripped back to almost a bare shell. The wiring loom, the clocks, all the fuel lines – they would all have needed to be modified."

With a questionable development story, Darren was understandably worried that the car might not drive as Rover had intended. "You can tell it's not a factory car, but I don't mean that as a negative – I used to have a diesel fastback and it feels an awful lot like that." On the road, the Coupé is surprisingly refined and it's easy to imagine that a diesel Coupé would have proven popular had the market been open to such a car back then.

Darren is keen to know more about the car's history and would welcome any light Diesel Car readers might be able to shed on his car. Until then, he's happy driving a Rover that truly is unique.

Adam Sloman

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Our used car experts have been scouring the country to find exceptional prices on nearly new and pre-registered cars, whether that be at main dealers, car supermarkets or used car specialists. Canny buyers know that a car depreciates heavily as soon as it is driven off of the dealer's forecourt, and so buying a car that is nearly new makes a whole lot of sense. After all, nosy neighbours will only be interested in the plate on the front, and so providing it is the latest registration, they won't know that you've been a cheapskate, and you can have a smug grin on your face knowing how much cash you've saved.

DIESEL DEALS

FORD B-MAX ZETEC 1.5 TDCi

2014 (64-plate), 11 miles

Price when new	£16,295
Price now	£12,990
Saving (discount)	£3,305 (20%)
Where	Benfield Ford, Leeds (0845 145 5007)

The B–MAX got off to a slow start, but is winning the hearts of families that need a versatile and roomy space in a compact footprint. Great to drive, and powered by a zesty, frugal engine.

SUB 100G/KM PETROL POWER

SUZUKI ALTO SZ 1.0

2014 (64-plate), 99 miles

Price when new	£7,199
Price now	£5,490
Saving (discount)	£1,709 (23%)
Where	BCC Suzuki, Blackburn (01254 867575)

This car may be obsolete, as we test its replacement, the Celerio, later in this issue, but you really can't beat this car for value, costing the same as a used city car by any other maker.

ELECTRIC AVENUE

RENAULT ZOE DYNAMIQUE INTENS

2014 (64-plate), 100 miles

Price when new	£15,195
Price now	£9,500
Saving (discount)	£5,695 (37%)
Where	Evans Halshaw, Edinburgh (0131 450 5334)

One of the best small electric cars about, and this top–spec Zoe is offered with more than a third off the asking price. You'll need to lease the battery packs, though, on this one.

HYBRID OPTION

TOYOTA AURIS HYBRID ICON 1.8 VVT-i

2014 (64-plate), 30 miles

Price when new	£20,645
Price now	£16,500
Saving (discount)	£4,145 (20%)
Where	Charles Clark Toyota, Wolverhampton (01902 690044)

British–built hatchback with the fancy powertrain of the Prius, wrapped up in the more sober body of the Auris hatchback. A 20 per cent discount sweetens what is a nicely kitted out motor.

TOTAL RECALL

Here we list a summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety. More info can be found at www.vosa.gov.uk/vosa/apps/recalls/.

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
Audi A4 Saloon, Avant and allroad	Airbags may not inflate correctly	05/12/2014	01/11/2011 to 15/10/2014
BMW 2 Series	Seat belt may malfunction	06/01/2015	10/03/2014 to 05/12/2014
BMW 3 Series	Seat belt may malfunction	06/01/2015	10/03/2014 to 05/12/2014
BMW 4 Series	Seat belt may malfunction	06/01/2015	10/03/2014 to 05/12/2014
BMW i8	Fuel may leak	14/01/2015	21/03/2014 to 12/09/2014
Chevrolet Cruze 2.0 VCDi	Vehicle may lose drive. And could roll away if it isn't in park or left in gear on a manual car alongside the park brake	15/12/2014	28/11/2008 to 27/02/2011
Chevrolet Orlando 2.0 VCDi	Vehicle may lose drive. And could roll away if it isn't in park or left in gear on a manual car alongside the park brake	15/12/2014	Launch to 27/02/2011
Honda Civic	Driver's airbag may rupture if deployed	05/01/2015	10/06/2003 to 02/09/2004
Jaguar XJ	Brake fluid may leak	24/12/2014	06/02/2014 to 23/07/2014
Mercedes-Benz A-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz B-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz CLA-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz C-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz E-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz CLS-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz S-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz M-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz SLK-Class	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Mercedes-Benz Viano	Oil may leak	16/01/2015	01/02/2014 to 30/11/2014
Peugeot 2008	Handbrake may not apply fully	19/12/2014	29/01/2013 to 29/08/2013
Porsche 918 Spyder	Front axle component parts may crack	18/12/2014	25/02/2014 to 22/09/2014
SEAT Ibiza 1.2 TDI	Fuel may leak	05/12/2014	01/05/2010 to 01/10/2014
Skoda Fabia 1.2 TDI	Fuel may leak	05/12/2014	01/04/2011 to 01/10/2014
Skoda Roomster 1.2 TDI	Fuel may leak	05/12/2014	01/04/2011 to 01/10/2014
Toyota iQ	Risk of fire	07/01/2015	27/04/2008 to 20/11/2014
Toyota Yaris	Risk of fire	07/01/2015	27/04/2008 to 20/11/2014
Toyota Auris	Risk of fire	07/01/2015	27/04/2008 to 20/11/2014
Toyota Urban Cruiser	Risk of fire	07/01/2015	27/04/2008 to 20/11/2014
Volkswagen Polo 1.2 TDI	Fuel may leak	05/12/2014	01/04/2010 to 01/04/2014

REMEMBER THIS PEUGEOT 505

One of the truly legendary Peugeots of all time and notable for not only being able to carry seven passengers in Family Estate guise, but also for being the last rear-wheel-drive Peugeot to be made. Powered by a variety of 2.3- and 2.5-litre diesel engines during its time in production, both naturally aspirated and turbocharged, the powerplants produced between 75 and 108bhp, depending on version. The 505 was first launched back in 1979, as a replacement for the 504, and was offered in a choice of saloon or estate bodystyles. A 505 convertible, designed for the US market, reached prototype stage, but was never built after the company withdrew its cars from sale stateside. A sole example survives, residing at Peugeot's own museum in Sochaux, France. The saloon was discontinued at the end of 1989, but the estate lived on until October 1991 in GRD Family Estate guise. Today just 32 examples survive, with a further 67 in an unknown state and registered as SORN at the DVLA. 18 of the 32 are listed as GR Family models, with a further ten GTDT versions still in working order.

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DIESELS REMAINING

AUCTION WATCH

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying out for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

MANHEIM AUCTIONS, LEEDS — **JANUARY 2015**

YEAR/PLATE	MODEL	CO_2 G/KM	COLOUR	MILEAGE	PRICE £
2007/07	Alfa Romeo 147 1.9 JTDM Turismo 5-door	153	Red	87,643	£1,450
2011/61	Alfa Romeo Giulietta 1.6 JTDM-2 Lusso	114	Red	57,755	£6,100
2011/61	Audi A1 Sport 1.6 TDI 3-door	105	Red	51,314	£9,700
2011/61	Audi A3 Sportback Sport 2.0 TDI	115	Silver	20,725	£11,350
2010/60	Audi TT Coupé Sport 2.0 TDI quattro	139	Black	34,628	£14,950
2009/59	BMW 116d M Sport 5-door	118	White	37,394	£8,500
2011/61	BMW 318d ES	119	White	92,085	£7,900
2011/61	BMW 520d EfficientDynamics	119	Black	46,885	£13,000
2009/59	BMW X1 xDrive18d SE	150	Brown	96,259	8,500
2011/61	BMW X3 xDrive20d SE	149	Grey	45,173	£17,700
2007/57	BMW X5 3.0d SE Automatic	214	Black	82,416	£12,650
2011/61	Chevrolet Captiva LS 2.2 VCDi	170	Black	44,524	£8,600
2010/60	Chrysler Grand Voyager 2.8 CRD Limited Automatic	222	Black	41,015	£14,000
2009/09	Citroën C3 Picasso VTR+ 1.6 HDi 16V	125	Beige	38,421	£4,100
2012/62	Citroën DS3 DSport 1.6 e-HDi Airdream	101	Red	15,935	£8,700
2011/61	Citroën Grand C4 Picasso VTR+ 1.6 HDi	139	White	24,881	£8,850
2007/07	Fiat Bravo Dynamic 1.9 MultiJet 150	149	Blue	52,754	£2,500
2010/59	Fiat Qubo Dynamic 1.3 MultiJet Dualogic	119	Silver	41,717	£3,975
2011/61	Ford C-MAX Zetec 1.6 TDCi	119	Black	20,844	£7,325
2011/61	Ford Fiesta Zetec S 1.6 TDCi 3-door	107	Black	55,887	£5,600
2010/60	Ford Focus Titanium 1.6 TDCi	115	Black	40,248	5,850
2011/61	Ford Kuga Zetec 2.0 TDCi 2WD	156	Black	46,541	£10,600
2009/59	Ford Mondeo Titanium 2.0 TDCi 140 5-door	156	Black	60,990	£5,100
2012/61	Ford S-MAX Titanium 2.0 TDCi Automatic	159	Black	24,384	£13,900
2012/62	Honda Accord 2.2 i-DTEC ES GT	138	Grey	28,889	£12,200
2010/60	Honda Civic 2.2 i-CTDi Type S GT-T 3-door	136	Silver	59,699	£7,450
2010/10	Honda CR-V 2.2 i-DTEC EX	171	Black	36,645	£12,950
2011/61	Hyundai i40 Tourer Style 1.7 CRDi 136	134	Silver	65,758	£8,000
2010/60	Hyundai ix35 Premium 2.0 CRDi 2WD	153	Silver	25,508	£11,000
2007/07	Jaguar S-Type 2.7 V6 Diesel SE	179	Grey	67,675	£4,775
2011/61	Jaguar XF 3.0 V6 Diesel S Luxury	179	Black	25,332	£19,900
2012/12	Kia pro_cee'd 2 1.6 CRDi	103	Black	12,475	£7,300
2007/56	Kia Sorento 2.5 CRDi XS Automatic	228	Blue	69,679	£5,400
2011/11	Kia Sportage 1 1.7 CRDi 2WD	135	Silver	48,155	£9,150
2011/61	Mazda3 1.6 TS2 Diesel 5-door	117	Grey	27,086	£6,000
2006/06	Mercedes-Benz CLS 320 CDI Automatic	202	Silver	76,035	£7,500
2011/61	MINI Countryman One D	115	Blue	23,719	£9,500
2011/61	Mitsubishi ASX 3 1.8 DI-D 4WD	150	Red	45,644	£9,300
2011/11	Nissan Juke Tekna 1.5 dCi	134	White	40,165	£8,200
2008/57	Nissan Pathfinder 2.5 dCi 171 Trek	264	White	74,733	£5,500
2011/11	Nissan Qashqai Acenta 1.5 dCi	137	White	20,465	£8,850
2006/56	Nissan X-Trail Aventura 2.2 dCi 136	203	Silver	61,644	£5,200
2011/11	Peugeot 3008 Exclusive 1.6 HDi 112	135	Black	85,384	£5,750
2010/60	Peugeot 407 SW Sport 2.0 HDi 140	150	Silver	63,163	£4,950
2011/61	Peugeot 5008 SR 1.6 e-HDi EGC	125	Red	91,442	£6,100
2011/61	Peugeot 508 SW SR 2.0 HDi 163	130	Black	42,955	£7,400
2007/57	Peugeot 607 Executive 2.0 HDi	162	Grey	89,664	£1,950
2011/61	Range Rover Evoque SD4 Prestige 5-door	149	White	31,952	£28,900
2008/08	Range Rover Sport TDV8 HSE	294	Silver	60,528	£17,100
2008/58	Renault Clio Dynamique S 1.5 dCi 106 3-door	123	Black	59,792	£3,050
2011/61	Renault Laguna Dynamique TomTom 2.0 dCi 150	136	White	70,225	£5,400
2011/61	Renault Megane Expression 1.5 dCi 90 5-door	115	Blue	14,876	£5,000
2008/08	Saab 9-3 Linear SE 1.9 TiD 150 Automatic	177	Beige	53,427	£4,300
2008/58	SEAT Altea Freetrack4 2.0 TDI	179	Grey	87,656	£4,300
2009/59	SEAT Exeo ST SE 2.0 TDI CR 143	149	Grey	53,491	£5,400
2010/60	SEAT Leon SE 1.6 TDI CR Ecomotive	99	Blue	53,105	£6,250
2008/58	Skoda Fabia Sport 1.9 TDI PD 5-door	129	Black	51,032	£4,100
2010/60	Skoda Octavia Estate SE 1.9 TDI PD	135	Red	62,042	£6,050
2009/09	Subaru Forester 2.0D X	167	Grey	85,930	£6,500
2008/08	Toyota Auris SR180 2.2 D-4D 5-door	164	Black	67,393	£4,100
2011/61	Toyota Avensis TR 2.0 D-4D	139	Blue	63,784	£6,800
2012/12	Toyota Yaris TR 1.4 D-4D 3-door	104	Silver	47,191	£6,000
2011/61	Vauxhall Astra SRi 1.7 CDTi 16v ecoFLEX (110)	119	Silver	16,834	£6,600
2008/58	Vauxhall Corsa Life (a/c) 1.3 CDTi 16v 3-door	124	Silver	57,111	£2,400
2010/10	Vauxhall Insignia Elite Nav 2.0 CDTi ecoFLEX 5-door	129	Silver	52,323	£7,250
2008/57	Vauxhall Meriva Breeze Plus 1.3 CDTi 16v	135	Silver	53,675	£2,300
2008/58	Vauxhall Tigra Air 1.3 CDTi 16v	124	Blue	59,487	£3,350
2010/60	Vauxhall Zafira Exclusiv 1.7 CDTi 16v ecoFLEX (110)	139	Black	49,693	£5,100
2008/08	Volkswagen Golf Plus Dune 1.9 TDI PD 105	148	Grey	35,920	£6,350
2008/08	Volkswagen Jetta Sport 2.0 TDI PD	157	Silver	65,314	£4,000
2010/10	Volkswagen Passat CC GT 2.0 TDI 170	146	Silver	75,143	£8,100
2011/61	Volkswagen Scirocco GT 2.0 TDI BMT	118	White	27,337	£13,650
2010/10	Volkswagen Tiguan SE 2.0 TDI BMT	139	Silver	77,416	£9,850
2011/11	Volvo S40 1.6D DRIVe SE Lux Edition	99	Black	11,994	£7,900
2011/61	Volvo V60 D3 SE	132	Grey	39,615	£10,300

FORD FIESTA 1.4 TDCi 2008 ONWARDS FROM £3,100

Ever since the Fiesta went on sale in late 2008, it has been the best-selling car in the UK, and it's easy to understand why. Its cute looks, frugal engines and affordable running costs have struck a chord with British buyers. Diesel Car is a big fan of Ford's big selling supermini and can heartily recommend it. The first glimpse of what to expect from the new Fiesta came at the Frankfurt motor show in 2007, when the covers came off the Verve concept car. Delete the show car styling cues, and you were looking at almost a carbon copy of what the Fiesta would look like when it went on sale a year later. The production car was unveiled at the Geneva motor show the following March, and made its British debut at the London motor show a few months later, before arriving in UK showrooms in the Autumn. And Diesel Car was so taken with the new design that we ran a Fiesta as a long-term test car throughout 2009, albeit powered by the 1.6-litre TDCi powerplant. But one thing set this generation of Fiesta apart, and this was the fact that it would be sold stateside as part of the company's OneFord programme. A saloon edition, not sold in the UK, would join the hatchback version in North America, and would kick off a programme that would see similar models on sale on both sides of the pond.

From its launch in 2008, five trim levels were offered with the 1.4-litre TDCi engine. Spartan Studio trim, Style and Style+, sporty Zetec and plush Titanium. All editions were offered in both three and five-door hatchback editions, except the entry-level model, which was initially available with three-doors only. All editions came with electric mirrors, 60/40 split rear seats, body coloured bumpers, driver, passenger and side airbags and power steering. Style versions have heated mirrors and electric front windows, while Style+ editions feature air conditioning and a highly useful heated front windscreen. Zetec

TECHNICAL SPECIFICATIONS

Made in	Cologne, Germany and Valencia, Spain
Configuration	3-door and 5-door hatchback, 5-seats, front-wheel-drive
Drivetrain	1398cc, 4-cylinder, 8-valve, turbocharged diesel (with diesel particulate filter from September 2010)
Transmission	5-speed manual
Power output	
From launch to Sep 2010	67bhp @ 4,000rpm
From Sep 2010 onwards	68bhp @ 4,000rpm
Maximum torque	118lb ft @ 1,750rpm
Top speed/0-62mph	
From launch to Sep 2010	101mph/14.9 secs
From Sep 2010 onwards	101mph/14.8 secs
CO_2 emissions (tax band)	
From launch to Sep 2010	110g/km (B)
Sep 2010 to Feb 2012	107g/km (B)
Feb 2012 onwards	104g/km (B)
Economy (urban/extra urban/combined)	
From launch to Sep 2010	53.3/80.7/67.2mpg
Sep 2010 to Feb 2012	58.9/78.5/68.9mpg
Feb 2012 onwards	60.1/80.7/70.6mpg
Fuel tank size/range	
From launch to Sep 2010	40 litres/591 miles
Sep 2010 to Feb 2012	40 litres/606 miles
Feb 2012 onwards	40 litres/621 miles
Insurance groups	
Studio/Style	6
Style+	7
Edge/Zetec/Titanium	8
Size (length/width with mirrors)	3,950/1,973mm
Boot space (minimum/maximum)	295/979 litres
Kerb/max towing weight	
From launch to Sep 2010	1,011/750kg
From Sep 2010 onwards	1,086/900kg
Euro NCAP safety rating	★★★★★

MODEL HISTORY

KEY DATES AT A GLANCE	
September 2007	Verve concept car shows the styling direction of next generation Fiesta.
March 2008	The production Fiesta is unveiled at the Geneva motor show.
July 2008	New Fiesta makes its UK debut at the British International Motor Show.
October 2008	The Fiesta goes on sale in UK showrooms.
April 2009	Diesel Car crowns the Fiesta Car of the Year 2009.
October 2009	Range adjusted with new Edge model replacing the Style and Style+ editions.
April 2010	Electronic stability programme becomes standard and equipment levels tweaked on some models.
September 2010	Engine now meets the Euro 5 emissions standards, gaining 1bhp and a standard-fit diesel particulate filter.
July 2011	Style model reintroduced into the range, sitting below Edge trim in the line-up.
February 2012	CO_2 emissions reduced down to 104g/km.
December 2012	Facelifted Fiesta goes on sale.

editions are considerably better equipped with alloy wheels, front fog lights, a chrome front grille, halogen projector headlights and leather steering wheel and gear knob, while Titanium editions also include cruise control, power folding mirrors, rear privacy glass and automatic wipers and headlights.

Edge trim was introduced in October 2009, offering similar equipment levels to the Style, with the addition of air conditioning. September 2010 marked the introduction of engines that met the Euro 5 emissions regulations, which meant a boost in power by 1bhp and the introduction of a diesel particulate filter. Fuel economy improved by 1.7mpg and CO_2 emissions reduced by 3g/km. Electronic stability programme became standard equipment on all versions and Bluetooth mobile phone connectivity was added to the kit list on Titanium models. In July 2011, the Style model was reintroduced, missing out on the air conditioning and trip computer that comes fitted on Edge models. DAB digital radio was added to Titanium models at the same time, and became an optional extra on all other trim levels. Finally, in February 2012, the CO_2 emissions were reduced further, to 104g/km, and fuel economy improved to 70.6mpg. These were the last changes made to the car before the facelifted edition arrived at the end of 2012.

OWNING

The Fiesta hasn't won scores of awards for nothing, not to mention our own Diesel Car, Car of the Year award in 2009. Since then, we've voted it best small car almost every year since. Quite simply, there's nothing else on the market than steers as well as the baby Ford, delivering entertaining handling, precise, agile steering and a comfortable ride. Its road manners are so polished that you could be forgiven for thinking that you were driving a car from the class above. The 1.4-litre TDCi engine is zesty, delivering adequate performance, and coupled with truly excellent official fuel economy figures in the mid-60s mpg that aren't beyond the realms of possibility if you adopt some mild economy driving tips.

The interior is attractive, clearly laid out, with all of the controls positioned within easy reach of the driver. The materials feel durable and well screwed together, and there's semi-soft surfaces on the dashboard top. The audio system is designed to replicate a mobile phone from the late-2000s, so should be easy to understand for most drivers. There's generous space up front and decent headroom both front and rear, however, back seat passengers may wish for more kneeroom, especially if they are lanky teenagers. Boot space is well up to class standards, but it doesn't fold down flat

CARS WE FOUND

FRANCHISED FORD DEALER	
Model	Fiesta Titanium 1.4 TDCi 5-door
Year/plate	2011/61
Colour	Black
Mileage	51,482 miles
Price	£6,796
Contact	Evans Halshaw, Blackburn (01254 506218) www.evanshalshaw.co.uk

PRIVATE SALE	
Model	Fiesta Zetec 1.4 TDCi 3-door
Year/plate	2010/60
Colour	Black
Mileage	63,000 miles
Price	£4,800

USED CAR SPECIALIST	
Model	Fiesta Edge 1.4 TDCi 5-door
Year/plate	2010/10
Colour	Metallic silver
Mileage	69,066 miles
Price	£4,990
Contact	LS Motors, Dewsbury (01924 728805) www.lsmotors.co.uk

RECALLS

28th February 2012 Cars made between the 13th and 23rd September 2011 were recalled and inspected, because an out of specification bolt may have been used on the rear axle. It's possible that the bolt head may have sheared off, and so all cars built during that period were inspected with the correct bolt fitted.

5th November 2014 All diesel vehicles equipped with euro 5 emissions compliant engines built during 2010 and 2011 may have had a problem with the glow plug control module. The cars were built with a unit that wasn't waterproof, and so water ingress could cause the unit to overheat with the potential risk of a fire. Because there's a permanent live feed to it, the car could catch fire when parked. The affected vehicles were recalled and the glow plug control module was replaced with a waterproof version.

When buying your new car, make sure that these recalls have been implemented. Usually there is a note in the service book, but if there isn't, you should check with your local main dealer. Don't be alarmed that the car has been recalled, as it's a sign that the car manufacturer takes its responsibilities seriously and constantly monitors the performance of its vehicles, correcting anything that isn't quite to the specification that they had hoped it would be.

when tumbled forward.

With so many Fiestas to select from, you can afford to be choosy. Avoid base Studio models, and instead opt for the most popular Zetec or Titanium models, as they offer a few more goodies for your money, including air conditioning and alloy wheels, as well as Ford's legendary heated front windscreen, which is an absolute boon in the winter months. Hot Magenta, a dark metallic pink colour, is a popular colour choice amongst women, but don't be conned into paying extra for it. Rear parking sensors are a desirable option, as is Bluetooth mobile phone connectivity so you can chat on the move and stay legal while you're about it.

RUNNING COSTS

No matter which year and model of Fiesta 1.4 TDCi that you choose, you'll pay the same amount for the annual vehicle excise duty and that's just £20 per year. And while the 1.6 TDCi ECOnetic editions are tax free, it's not worth investing the extra cash, unless you desire the extra performance and additional insurance costs. All versions of the 1.4 TDCi engine will deliver around 60mpg with careful attention paid to the way you drive, and even more if you adopt even more extreme measures. Even with the heaviest right foot, you'll see 50mpg all day long, no matter whether that's stop-start motoring around town, or stuck in lane three

PARTS PRICES

Air Filter	£16.80
Battery	£135.56
Brake disc – front (each)	£51.14
Brake pads – front (pair)	£102.28
Brake shoes – rear (pair)	£53.40
EGR valve	£199.57
Fuel filter	£52.78
Headlight	£162.09
MAF sensor	£209.12
Oil filter	£13.23
Rear light cluster	£96.72
Windscreen wipers (pair)	£29.96

All prices quoted are for Ford approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.

PRICES

	2008/58 72,000 MILES	2009/09 66,000 MILES	2009/59 60,000 MILES	2010/10 54,000 MILES	2010/60 48,000 MILES	2011/11 42,000 MILES	2011/61 36,000 MILES	2012/12 30,000 MILES	2012/62 24,000 MILES	
STUDIO 1.4 TDCi 3-DOOR	£3,100	£3,400	£3,500	£3,800	£4,100	£4,500	£4,600	£5,100	£5,200	Trade-in
	£3,500	£3,800	£3,800	£4,200	£4,500	£5,000	£5,000	£5,500	£5,600	Private sale
	£3,900	£4,200	£4,200	£4,500	£4,800	£5,200	£5,300	£5,700	£5,800	Independent dealer
	£4,300	£4,600	£4,700	£5,000	£5,300	£5,700	£5,800	£6,200	£6,300	Franchised dealer
STUDIO 1.4 TDCi 5-DOOR	-	£3,600	£3,700	£4,100	£4,400	£4,800	£4,900	£5,400	£5,500	Trade-in
		£4,000	£4,100	£4,500	£4,800	£5,300	£5,300	£5,800	£6,000	Private sale
		£4,500	£4,500	£4,900	£5,200	£5,600	£5,600	£6,100	£6,200	Independent dealer
		£5,000	£5,000	£5,300	£5,700	£6,100	£6,200	£6,600	£6,700	Franchised dealer
STYLE 1.4 TDCi 3-DOOR	£3,400	£3,700	£3,800	-	-	£5,000	£5,100	£5,600	£5,600	Trade-in
	£3,800	£4,100	£4,200			£5,400	£5,500	£6,000	£6,100	Private sale
	£4,300	£4,600	£4,600			£5,700	£5,800	£6,200	£6,400	Independent dealer
	£4,700	£5,100	£5,200			£6,300	£6,300	£6,800	£6,800	Franchised dealer
STYLE 1.4 TDCi 5-DOOR	£3,600	£3,900	£4,000	-	-	£5,300	£5,400	£5,900	£6,000	Trade-in
	£4,000	£4,400	£4,500			£5,700	£5,800	£6,300	£6,500	Private sale
	£4,500	£4,900	£4,900			£6,000	£6,100	£6,600	£6,700	Independent dealer
	£5,000	£5,400	£5,500			£6,600	£6,700	£7,100	£7,200	Franchised dealer
STYLE+ 1.4 TDCi 3-DOOR	£3,500	£3,800	£3,900	-	-	-	-	-	-	Trade-in
	£3,900	£4,200	£4,300							Private sale
	£4,400	£4,700	£4,800							Independent dealer
	£4,900	£5,200	£5,300							Franchised dealer
STYLE+ 1.4 TDCi 5-DOOR	£3,700	£4,100	£4,100	-	-	-	-	-	-	Trade-in
	£4,100	£4,500	£4,600							Private sale
	£4,700	£5,000	£5,000							Independent dealer
	£5,200	£5,500	£5,600							Franchised dealer
EDGE 1.4 TDCi 3-DOOR	-	£3,800	£3,900	£4,300	£4,600	£5,100	£5,200	£5,700	£5,800	Trade-in
		£4,200	£4,300	£4,700	£5,000	£5,600	£5,600	£6,200	£6,300	Private sale
		£4,700	£4,800	£5,100	£5,400	£5,800	£5,900	£6,400	£6,500	Independent dealer
		£5,200	£5,300	£5,600	£5,900	£6,400	£6,500	£6,900	£7,000	Franchised dealer
EDGE 1.4 TDCi 5-DOOR	-	£4,100	£4,100	£4,500	£4,800	£5,400	£5,500	£6,000	£6,100	Trade-in
		£4,500	£4,600	£5,000	£5,300	£5,900	£5,900	£6,500	£6,600	Private sale
		£5,000	£5,000	£5,400	£5,700	£6,200	£6,300	£6,800	£6,900	Independent dealer
		£5,500	£5,600	£6,000	£6,300	£6,800	£6,900	£7,300	£7,400	Franchised dealer
ZETEC 1.4 TDCi 3-DOOR	£3,800	£4,200	£4,300	£4,700	£5,000	£5,600	£5,700	£6,200	£6,400	Trade-in
	£4,300	£4,700	£4,800	£5,200	£5,500	£6,100	£6,100	£6,700	£6,900	Private sale
	£4,800	£5,200	£5,200	£5,600	£5,900	£6,400	£6,400	£7,000	£7,200	Independent dealer
	£5,300	£5,700	£5,800	£6,200	£6,500	£7,000	£7,100	£7,600	£7,700	Franchised dealer
ZETEC 1.4 TDCi 5-DOOR	£4,100	£4,400	£4,500	£5,000	£5,300	£5,900	£6,000	£6,600	£6,700	Trade-in
	£4,500	£4,900	£5,000	£5,500	£5,800	£6,400	£6,500	£7,100	£7,200	Private sale
	£5,100	£5,500	£5,500	£5,900	£6,200	£6,700	£6,800	£7,400	£7,500	Independent dealer
	£5,600	£6,100	£6,100	£6,500	£6,900	£7,400	£7,500	£8,000	£8,000	Franchised dealer
TITANIUM 1.4 TDCi 3-DOOR	£4,100	£4,500	£4,600	£5,000	£5,300	£5,900	£6,100	£6,600	£6,800	Trade-in
	£4,600	£5,000	£5,100	£5,600	£5,900	£6,500	£6,500	£7,200	£7,300	Private sale
	£5,200	£5,500	£5,600	£6,000	£6,300	£6,800	£6,900	£7,500	£7,600	Independent dealer
	£5,700	£6,100	£6,200	£6,600	£6,900	£7,500	£7,600	£8,100	£8,200	Franchised dealer
TITANIUM 1.4 TDCi 5-DOOR	£4,300	£4,700	£4,800	£5,300	£5,600	£6,200	£6,400	£7,000	£7,100	Trade-in
	£4,800	£5,200	£5,300	£5,800	£6,200	£6,800	£6,900	£7,500	£7,700	Private sale
	£5,400	£5,800	£5,900	£6,300	£6,600	£7,200	£7,200	£7,800	£8,000	Independent dealer
	£6,000	£6,500	£6,500	£6,900	£7,300	£7,900	£8,000	£8,500	£8,500	Franchised dealer

All of the used car values assume that the car is in excellent condition for the year, with no damage either internally or externally and has been fully maintained using the manufacturer's original parts with receipts and stamps in the service book to prove this. If this isn't the case, you will need to reduce the values accordingly.

DIESEL CAR ROAD TESTS

The Fiesta has appeared in previous Diesel Car road test reports, which will give you further information and depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each back issue costs £6.00, delivered to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

Fiesta Zetec 1.4 TDCi 5-door	Issue 253	January 2009

of the motorway. It goes without saying that the better equipped the model, the more you'll pay in insurance costs, however, with all Fiestas falling into groups six to eight, there's not going to be a vast difference in the amount you pay if you opt for the plushest Titanium trim.

With the first examples of the Fiesta 1.4 TDCi now over six years old, only the very last examples will still have any of the original three-year warranty left. Maintenance is required every year or 12,500 miles, whichever comes sooner, and Ford main dealers have some of the cheapest servicing costs of all of the brands. Even so, it pays to shop around to see if you can get a better deal, and don't forget to ask them if they will match the price. Just bear in mind that Ford dealers will always use the manufacturer approved parts, and that the latest software updates will be applied to your car – something that won't always happen if you go elsewhere. If you choose a Fiesta that is more than four years old, Ford offers a cheaper range of parts under the Motorcraft umbrella, that are still built to the company's stringent standards. For example, you'll save over £30 on a replacement car battery and £15 on a pair of windscreen wipers – all useful savings that drives traffic to their parts department, rather than Halfords.

TUNING

Here we highlight the kind of results that can be achieved when tuning the 1.4-litre engine in the Ford Fiesta, across a range of well respected companies within the tuning industry. But power and torque increases aren't the whole story, and therefore you should discuss your individual desires and requirements direct with the company, be it extra performance, improved fuel economy or extra oomph for towing. Be aware that any increase in power may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, so you should look at uprating these areas too. Most importantly, any kind of engine tuning is a modification, so to stay within the law and to avoid the risk of not being fully insured, you must advise your insurance company accordingly.

COMPANY	WEB ADDRESS	CONTACT NUMBER	PRODUCT NAME	POTENTIAL		COST
BLUE SPARK AUTOMOTIVE	www.bluespark automotive.com	01388 606233	Pro	88bhp	148lb ft	£199.99
			CR Tech 2	77bhp	136lb ft	£149.99
CELTIC TUNING	www.celtic tuning.co.uk	01726 892873	Stage 1	96bhp	155lb ft	£295
EVOLUTION CHIPS	www.evolution chips.co.uk	01253 508400	-	92bhp	162lb ft	£299
TUNIT	www.tunit.co.uk	0845 838 1405	V-CR	84bhp	144lb ft	£450
			V-CR Advantage II	87bhp	148lb ft	£510
VARRA TUNING	www.varra tuning.co.uk	0800 612 0445	Single channel	81bhp	145lb ft	£299

DOCTOR DIESEL SAYS

First check for any starting problems, from cold if possible, and for any signs of excess exhaust smoke. Injector failure, which should be clearly evident, is costly to sort and a good reason to buy a warrantied car from a Ford dealer. Also check for general performance and smooth running – mild flat spots at low engine speeds are not that unusual with the 1.4 TDCi engine, and are difficult to cure.

Take a good look at the alloy wheels, if fitted, which can buckle when driven hard over roughish roads, due to their light construction. At £140 a wheel, replacement is costly. Possible indications of buckling that's not visible are wheel balance problems that can be felt through the steering, but also do a hard braking test, as warped discs can create similar steering and pedal vibrations. Check all around wheel arches and sills for possible paint chipping, and verify that the boot closes properly, and stays closed, as this can be a rather irritating problem. Squeaky clutch pedals and audible steering clunks, due to lack of lubrication, should be sorted by any good dealer.

As for within the cabin, audio equipment can throw up overheating problems when the heater is full on, so give the radio and CD player a check with it on full blast; a software update has solved this problem, and also one with troublesome Bluetooth systems. Check it out if you use your mobile phone or music player in the car regularly. The seat cloth material has been known to wear thin, so make sure that there aren't any holes in the chair covers. Door seals on three-door models are prone to coming unstuck, but it's easy to sort. Get the seller to do it before you buy, and check carefully for any signs of water ingress.

USEFUL CONTACTS

Ford UK	Facebook: www.facebook.com/forduk Telephone: 020 3564 4444 Twitter: @forduk Website: www.ford.co.uk
Fiesta Club GB	www.fiestaclubgb.co.uk
Fiesta mk7 owner's club	www.fiestamk7.co.uk
Fiesta mk7 owner's resource	www.fiestamk7.com
Fiesta owners club	www.fiestaownersclub.com

ARE YOU BEING FOBBED OFF?

Penny to a pound that come the time of collecting your new, used car, the last thing on your mind will be whether you've been given a spare key. And believe us, it costs pounds (sometimes hundreds and even thousands) rather than pennies to rectify that lack of thought. Some eight million used cars change hands each year and generally, the older and more owners the cars has had, then the chances are that spare keys won't be passed down the chain, instead languishing in a drawer at home with a previous owner.

As the proud buyer, you'd be mad not to have a spare made immediately to avoid the cost and inconvenience of being locked out, but this peace of mind doesn't come cheap. Having a spare key cut was once simple and inexpensive, and could be done by motor factor or at a hardware store. But thanks to the focus on car security, and advancement of fancy fobs and computer-coded ignition systems, today's replacements will usually run into hundreds of pounds, while on some older cars it can even render the vehicle as scrap. Ideally, the smart buyer will check to make a spare key is included within the deal, and if not, insist that it is included within the sales transaction, but life is rarely that tidy.

A wise owner should make a note of their car's registration and VIN numbers (your handbook or dealer will locate it on the car for you) in case you need to quote these essential pieces of information when getting the replacement key cut. Unless you have a car still covered by the maker's warranty, most would choose an independent locksmith or key specialist, as dealer charges can be a lot higher, although some prestige car makes can only be catered for by the manufacturer. For example, BMW dealers do not code the key themselves, but instead orders one already programmed to the particular vehicle.

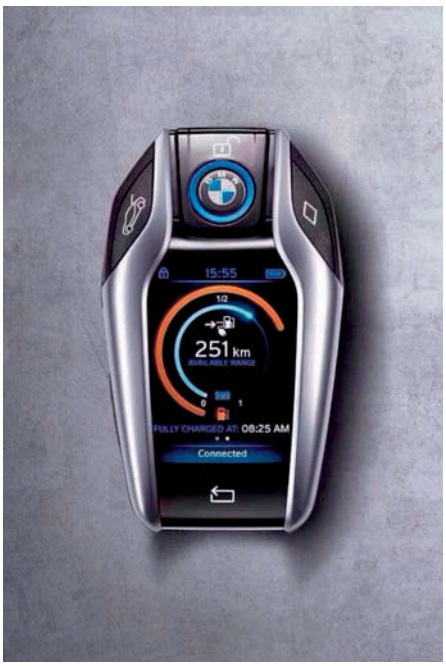
KEY AREAS AND ISSUES

Choosing a replacement key depends upon what you want it for and how much you are willing to pay. For a good many, a simple manual turn key that works the doors and ignition suffices in an emergency and typically a coded replacement from a high street repairer (who will 'read' your existing key) such as Timpsons, costs around £35, with a complete fob costing another £100. Card transponder keys, such as Renault's design, are quoted at £130 for one, or less than £170 for a pair under a special deal at the time of writing – so it pays to shop around or take a look online before you do anything.

A Lexus specialist quoted us £165 (a 56-plate IS220d), for example, but word of warning about such keyless systems. Yes, you can find old used fobs for sale online, but in the majority of cases – such as the Renault 'card' which has been around for 15 years – they cannot be reprogrammed, and you'll be wasting both your time and money. Others, such as certain BMW ones, can. But key specialists say it actually works out cheaper and is a lot less hassle to purchase a pre-programmed key from your local BMW dealer.

The worst case scenario can be that the car effectively is written off, as in the case of certain Fiat and Alfa Romeos, which universally used the infamous, if handsome, 'master' key up until around the millennium. Buy a car missing this and then lose the 'spare', and you'll need the car's engine control unit (ECU) replaced or reprogrammed. Both of these are very expensive, so guard any keys that you do have with your life!

Alan Anderson DC



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NSX IS BACK!

The long awaited NSX makes its European debut at the Geneva motor show next month, exactly 25 years after the first generation car was revealed. Shown here wearing Acura badges – Honda's North American upmarket brand – the latest car was revealed to the world at the North American International Auto Show in Detroit. For Europe, it'll have a Honda logo on its nose and tail, and will arrive in showrooms before the end of the year.

This time around, the supercar's formula has been totally revisited, with a clean sheet design. Power comes from an all-new 3.7-litre twin-turbocharged V6 petrol engine, paired to three electric motors and a nine-speed twin-clutch automatic transmission, with the power transmitted to the tarmac via an all-wheel-drive system. The eye catching design is underpinned by an ultra-rigid lightweight multi-material space frame body. An internal frame is made from aluminium and ultra-high strength steel, amongst other materials, and brought together by a carbon fibre floor. The outer body panels are made using a combination of aluminium and sheet moulding composite. Its engine boasts a race-inspired compact valve train and dry sump lubrication system to help lower the centre of gravity. The rear direct-drive electric motor, located between the engine and gearbox, supports acceleration, braking and transmission shifting performance, while at the front, twin independent high-output electric motors drive the wheels, delivering instantaneous torque. A 'launch' function is provided so that there's no delay in acceleration, aided by the engine and the three electric motors. Ultra-high performance carbon-ceramic brake discs ensure that the NSX can stop as quickly as it has taken off.

Over the past three years, the latest iteration has been designed and engineered from scratch at Honda's research and development centre in Raymond, Ohio, and will be built in the same US state by 100 workers at a new Performance Manufacturing Centre in Marysville. The latest NSX merges an aggressive frontal design with rear lights that have been inspired by the original car. The distinctive side intake and the floating C-pillar are designed to collect air to feed into the mid-mounted engine, as well as directing the airflow across the rear of the car to boost downforce. Extensive wind tunnel testing led to a number of

detailed changes compared to the concept car, including modified vents for the bonnet, front wing and sides, as well as a aerodynamically optimised rear spoiler. Compared to the last generation 2005 NSX, the new car is 45 millimetres longer, 130 wider and 45 taller, with a wheelbase that is longer by 280 millimetres, and both front and rear tracks are notably wider, too.

The inside of the car has been designed all around the driver, with a cockpit-like feel. Forward visibility is said to be exceptional thanks to ultra-thin, but strong, A-pillars, and all of the controls are intuitive and simple to operate, with class leading ergonomics. The instrument cluster is configurable and uses the latest TFT-screen technology.

The latest NSX will be available to order from Honda dealers this summer, though its price tag has yet to be revealed. As before, it will be available in right-hand-drive, with the first lucky customers expected to take delivery before Christmas.

Power comes from an all-new 3.7-litre twin-turbocharged V6 petrol engine, paired to three electric motors and a nine-speed twin-clutch automatic transmission...

FUTURE FUEL-CELL CONCEPT REVEALED

Honda took the wraps off its new generation FCV Concept at the Detroit motor show, giving a good idea what the production car will look like when it goes on sale in Europe in 2016. With seating for five, the zero emissions fuel-cell vehicle is capable of travelling more than 300 miles, and can be refuelled with hydrogen in around three minutes. The fuel-cell stack is a third smaller than on its predecessor, the Honda FCX Clarity, and now fits under the bonnet of the car. For more than 12 years, Honda has been producing fuel-cell vehicles, with the first example having gone on sale in Japan and USA in December 2002.

DESIGN SKETCH PREVIEWS GENEVA CONCEPT

Mitsubishi has given a glimpse into the future as it releases design sketches of a concept car due to be unveiled at the Geneva motor show next month. The two-wheel-drive plug-in hybrid crossover vehicle is said to be a 'declaration of intent' of how the company's styling will be developed in future years.

HYBRID EFFICIENCY ENHANCED

Toyota, in association with Denso, is testing new technology that could enhance the efficiency of hybrids and other vehicles that utilise hybrid drivetrains. The new technology will be fitted to a Camry hybrid saloon and is already being tested on a hydrogen fuel-cell powered bus, and a year-long trial will evaluate the performance of a new design of semi-conductors that use a silicon carbide (SiC) material.

Power semi-conductors can be found in the power control units that regulate the motor drive power in hybrids and many other vehicles that have an electric powertrain. They control the use of electricity, sending power from the battery to the motors, and recharging the battery with any energy that has been yielded from the car during braking or deceleration. Currently, the semi-conductors that are found in hybrids and electric vehicles account for around 20 per cent of a vehicle's electrical losses, but the new SiC-type creates less resistance, improving efficiency as a result.

The Camry will be tested for year from early February in and around Toyota City, while data from the fuel-cell bus is already being collected. Information on the power control unit's voltage and current, the driving speeds, patterns and conditions, including the outside temperature, will be gathered, and data gained from the programme will influence future development and could be seen under the bonnet of production cars if successful.

MOTORING MORSELS

A new **CHEVROLET** Volt plug-in hybrid was unveiled at the Detroit motor show, however, this time around there won't be a **VAUXHALL** Ampera spin-off from the same car.

HYUNDAI took the wraps off its Sonata saloon plug-in hybrid electric vehicle at the Detroit motor show. It will be sold in selected overseas markets, but won't be coming to the UK.

The **NATIONAL MOTOR MUSEUM** is celebrating the 30th birthday of the **SINCLAIR** C5. The electric tricycle originally cost £399, and could be driven for five miles on 1p's worth of electricity.

HRH The Prince of Wales has visited the **NISSAN** Sunderland plant to see production of the Leaf and learn about the skills foundation, a job-creation programme for youngsters.

Sales of the **NISSAN** Leaf rose by 33 per cent in Europe last year, taking the top spot in pure-electric car sales and accounting for more than a quarter of all new car registrations in the sector.

A flagship edition of the recently launched Twingo has been announced by **RENAULT**. Called Dynamique S, it costs £12,545, and is powered by the 0.9 TCe 90 engine.

A new 99g/km version of the Swift has been unveiled by **SUZUKI** featuring Dualjet technology. Priced at a very reasonable £12,699, it is offered in 1.2 SZ4 five-door guise only.

A new supercharger station has been opened by **TESLA** in Maidstone, Kent, located on the Eclipse Park. Close to junction seven of the M20, it is free to use for supercharger-enabled cars.

New **TESLA** stores seem to be opening each month, with the latest one in Knutsford, Cheshire, located in Canute Place. A service centre in the North West will open at a later date.

High demand for the **TOYOTA** Mirai fuel-cell car has meant that production has been increased from 700 units a year to around 2,000. The company received 1,500 orders in the first month on sale.

TOYOTA announced at the Consumer Electronics Show in Las Vegas that it is making thousands of its hydrogen fuel cell patents royalty free for other car makers to use without cost.

Electric vehicle technology is on the backburner at **VOLVO** until there's a business case to launch them. In the meantime, the company will concentrate on plug-in hybrid cars.

You can read more about some of these stories at WWW.ECOCARMAGAZINE.CO.UK

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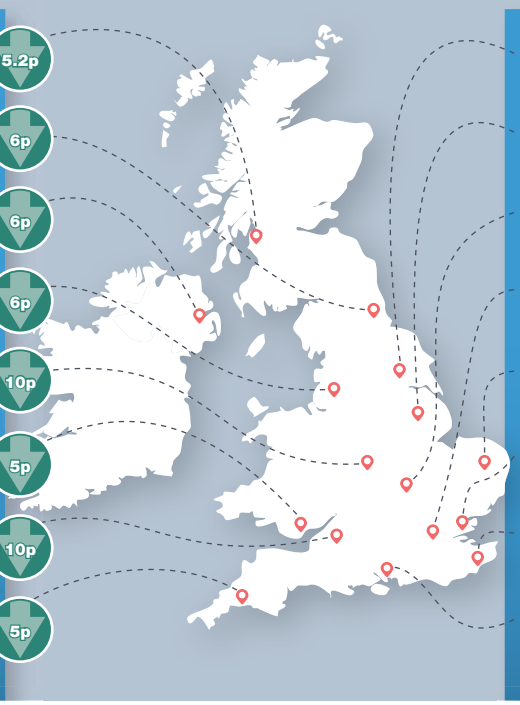
FUEL PRICES

With the cost of petrol making up a significant part of a car's running costs, Eco Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles.

GLASGOW	ASDA	103.7	5.2p
NEWCASTLE UPON TYNE	ASDA	103.7	6p
BELFAST	TESCO	104.9	6p
MANCHESTER	ASDA	103.7	6p
BIRMINGHAM	HARVEST ENERGY	99.7	10p
CARDIFF	TESCO	102.9	5p
SWINDON	HARVEST ENERGY	99.7	10p
PLYMOUTH	TEXACO	103.9	5p
YORK	JET	102.9	6.8p
LINCOLN	ASDA	103.7	6p
MILTON KEYNES	BP	104.9	5p
LONDON (WEST END)	JET	104.9	4p
NORWICH	ASDA	103.7	5.2p
SOUTHEND-ON-SEA	ASDA	103.7	6p
DOVER	ESSO	105.9	4p
PORTSMOUTH	ASDA	103.7	5.2p



PRICES CORRECT AS AT 25TH JANUARY 2015

WHAT'S NEW

LEXUS

A new Advance Plus edition of the CT 200h has been announced by Lexus. Costing £1,250 more than the regular Advance model it is based upon, it is the first time that the company has offered a two-tone paint finish, while metallic paint is included within the price tag. Exclusive 17-inch alloy wheels and upholstery, together with a sunroof mark this baby Lexus out from the best-selling Advance edition. The contrasting black roof creates a two-tone appearance and is mated to either red, blue, white or grey paintwork, while the roof spoiler taken from the F Sport model gives a sportier look. Other equipment includes satellite navigation, parking sensors front and rear, heated front seats, cruise control and keyless entry. The new CT 200h Advance Plus is available to order now, priced at £25,495.

TOYOTA

When the latest Citroën C1, Peugeot 108 and Toyota Aygo trio were launched last summer, the Aygo stood out because it lacked the canvas folding roof that was offered on the other pair. But that has now been rectified with the launch of the x-wave roof, optional on the five-door Aygo x-pression model. Costing an additional £895, the electric folding roof is finished in black and contrasts with the five different paint options of white, grey, silver, red or blue. Standard equipment includes DAB digital radio, Bluetooth mobile phone connectivity, a reversing camera, air conditioning, 15-inch alloy wheels and front fog lights. The Aygo x-pression with x-wave roof costs £12,290 and comes powered by a 67bhp 1.0-litre VVT-i engine.

PRIC£ CHANG£$

BMW

The cost of all i3 models have risen by £300, with the pure-electric edition now costing £30,980 and the range extending version priced at £29,130. Both prices take into account the deduction of the £5,000 Government grant. Meanwhile, the price of the SE and Luxury editions of the BMW 3 Series ActiveHybrid have increased by £700, with the former now costing £41,385 and the latter wearing a price tag of £43,885. Strangely, the M Sport edition hasn't risen, and is priced the same as before at £43,685.

MITSUBISHI

The popularity of the Outlander PHEV has been remarkable, selling 5,364 units during 2014, and accounting for two-thirds of the SUVs sales. To capitalise on its popularity, Mitsubishi has unveiled a pair of flagship models – the GX5h and GX5hs, costing £37,899 and £39,999, respectively, after deducting the £5,000 Government grant. Externally, the plug-in hybrid electric vehicle gains full-length side steps, making it easier to get in and out, as well as the addition of a rear spoiler and LED front fog lights. The Outlander name is now spelt out on the bonnet, Land Rover-style, and on the inside there's Nappa leather upholstery, in either beige, red or grey, front and rear heated seats, a pair of USB charging ports in the back and a selection of mood lighting and puddle lights. But the highlight is a 420-watt Alpine audio system that has been specifically tailored to the car, with seven-speakers, silk dome tweeters, 16.5 centimetre mid-range drivers and 20 centimetre subwoofers. GX5hs models also feature a forward collision mitigation and blind spot warning system and adaptive cruise control as standard. The two new models are available to order now.

GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every penny out of the dealer.

Honda Insight (All versions)
Honda CR-Z (All versions)
Kia Picanto 1 Air 1.0 3-door
Suzuki Alto 1.0 SZ3
Suzuki Alto 1.0 SZ4

Suzuki Celerio

Model tested	1.0 SZ4
Price	£8,999
Made in	Rayong, Thailand
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	998cc, 3–cylinder, 12–valve, petrol
Transmission	5–speed manal
Power output	67bhp @ 6,000rpm
Maximum torque	66lb ft @ 3,500rpm
Top speed/0–62mph	96mph/13.5 secs
CO_2 emissions (tax band)	99g/km (A) Euro 6
Economy (urban/extra urban/combined)	55.3/76.3/65.7mpg
Fuel tank size/range	35 litres/506 miles
Insurance group/BIK rate	tba/12%
Size (length/width without mirrors)	3,600/1,600mm
Boot space (minimum/maximum)	254/726 litres
Kerb/max towing weight	835/400kg
Euro NCAP safety rating	★★★☆☆
EcoCar rating	★★★½☆

Suzuki is going to have to put up with some mirth around the name of its new model, the Celerio. Quickly dubbed the Suzuki Celeriac or even Celery by wags, it actually means 'celestial river' in Spanish. It may have a joke-worthy name, but the Celerio is actually a keenly-priced and sensibly engineered small car. Although dearer than the models it replaces, the Alto and Splash, it is better to drive with a lot more kit included in the price.

The Celerio's road manners are pleasant and tidy. It feels quite zippy through the gears, and cruises comfortably at motorway pace. The little 1.0-litre, three-cylinder petrol engine is well up to the job of hauling a car weighing well under a tonne, and doesn't feel short of puff even on the hills. Gear change quality is very slick, with a nice creamy action, but steering feel is rather leaden and doesn't give you much feedback. Handling is unremarkable, the car has reasonable body control and scuttles through the bends without any drama. Ride quality is mostly pretty fair, although the secondary ride can become a bit lumpy over a pitted surface. The engine has a distinctively thrummy note that is not unpleasant, but can become a little intrusive under hard acceleration. General refinement is reasonable for a relatively boxy and lightweight small car, with wind noise that is modest, though there is some degree of road rumble.

The cabin is pleasantly designed, although rather old-school in style. The quality of plastic surfaces is fair, but as is so often the case in this class of car, everything is hard to the touch. It's quite a light and airy interior though, with good all-round vision, aided by relatively high-set seating. Cabin space is pretty good for a car just 3.6 metres long, it is has very adequate room for five with good headroom and reasonable knee space all round. The Celerio's boot, at 254 litres, is very good for a city-size car, and the largest amongst its peers. By flopping forward the rear seat-backs you can increase that to over 700 litres, for a mini-van-like carrying capacity when needed. The deep tailgate opens to a lower sill height than some rivals, and with wide-opening rear doors, access is pretty good.

All Celerios come with a standard kit list that includes six airbags, 14-inch alloy wheels, electric front windows, air conditioning, DAB digital radio with USB socket, and Bluetooth mobile phone connectivity, but it's a shame that only a tyre repair kit is provided rather than a space saving or full-size spare wheel. The higher-spec SZ4 trim includes electric rear windows, front fog lights, electric mirrors, four speakers for the audio system, colour coded door mirrors and some chrome detailing to the front grille. Disappointingly, the baby Suzuki scored only a lowly three stars in the Euro NCAP crash test. The Celerio is a modestly-priced budget car with a bit more space than most rivals of a similar size. It isn't the slickest to drive, and the cabin is all hard plastic surfaces, but it has tidy manners and reasonable economy. It is worth a look if a city size car is on the agenda.

Sue Baker

On sale	Now
In showrooms	Now
Prices	£7,999 to £8,999
Bodystyles	5–door hatchback
Engines	1.0 (67bhp)
Trim levels	SZ3, SZ4
Also consider	Citroën C1, Kia Picanto

BMW'S ELECTRIC DREAMS

In a rare look behind the scenes, deep within the bowels of BMW's top-secret test facility, we get a glimpse at BMW's plans for an electric future.

It appears like any other 5 Series GT model – but the gadgetry under the bonnet of this car could soon be heralding the dawn of a new era in luxury motoring. In as little as five years from now, electric motors are likely to be providing most of the driving force for flagship products from BMW. Backed by higher-capacity batteries, they should be capable of powering more than 60 miles on a single charge to make it possible for most day-to-day travel to be completed free from harmful tailpipe emissions. According to research engineers, lithium-ion packs sized up to 20 kilowatt hours – double the capacity of present versions – are set to account for two-thirds of the power output of medium and large cars, relegating the internal combustion engine to the relatively minor role of meeting the remaining power requirement.

Fifteen years after it launched its EfficientDynamics programme, BMW is preparing to swell the ranks of hybrid motoring with the launch of two plug-in models, the X5 sport utility in the spring and the 3 Series saloon 12 months later. In each case, 94bhp electric motors are mated with 2.0-litre, twin turbocharged petrol engines to deliver high performance and dramatically improved economy compared with regular versions. Preliminary figures show the X5 eDrive to be capable of accelerating from rest to 62mph in under

seven seconds and returning 74mpg average fuel economy with just 90g/km emissions, and with a full battery charge it has an all-electric range of 18 miles.

However, BMW's plans for the next step in plug-in hybrid drive have just taken a significant move forward after board members paid a visit to the German firm's secret test facility at Miramas in southern France a few weeks ago. There, they sampled the upmarket 5 Series GT model being used to demonstrate motors and battery equipment – described by the engineers as 'highly electrified' – and have given the go-ahead to more research into the technology billed as Power eDrive. "We started to work on this two years ago and we believe it has definite benefits for the customer. The board members approved pushing the project because they liked what they saw," said Dr Merten Jung, head of research into future electric drivetrain development.

After trying the research vehicle for ourselves at Miramas, we're not surprised. Power output is prodigious from a 247bhp electric motor driving the rear wheels and another at the front, along with a 200bhp petrol engine used to boost performance as well as a range extender. Out on the circuit, it proved to have the demeanour of a 550i with attitude, and though figures are secret, it showed impressive acceleration for a vehicle weighing more than two tonnes, with the ability to cover 62 miles in zero emissions mode and offering a range of more than 600 miles. Like the X5 and 3 Series plug-in models, the demonstrator makes use of electronics developed for the i3 and i8 electric cars, that are already on sale, and delivers drive via an eight-speed automatic transmission.

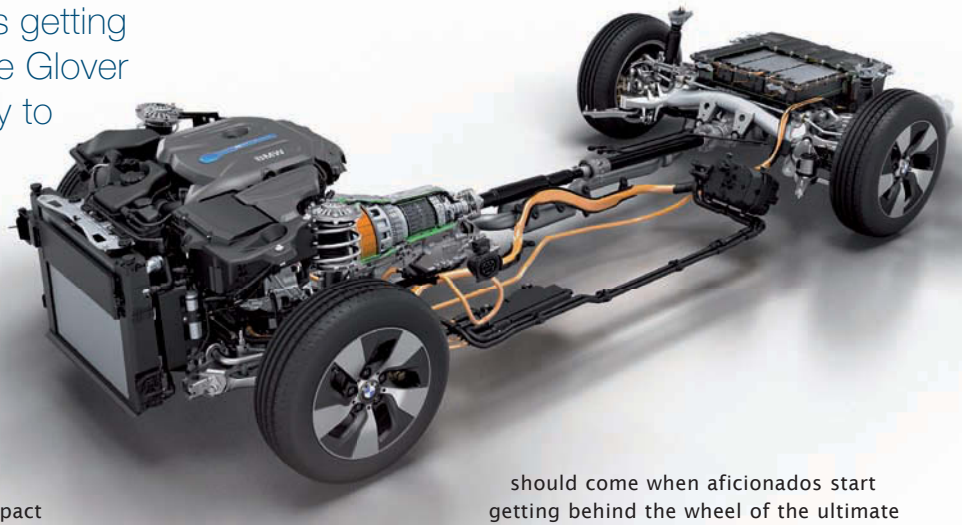
"This is our vision of the electric vehicle of the future. We want to increase the efficiency and dynamism of hybrid vehicles, and we are confident our technology will be a natural choice for use in upmarket vehicle segments, where it should be offering unrestricted everyday practicality as well as good long-distance capability from 2020" said Jung. "We have gained a lot of knowledge about components and batteries as a result of the electric car programme and lithum-ion technology is improving all the time, especially for automotive applications. While it's true that we're still at a relatively early stage in our work, with a long way to go, we're confident that we can make hybrid technology more affordable, and that Power eDrive has a big future" Jung added.

Maurice Glover

"...we're confident that we can make hybrid technology more affordable, and that Power eDrive has a big future.

MUNICH'S SILENT WEAPON

Britain's favourite repmobile is getting an electric makeover. Maurice Glover travelled to BMW's test facility to drive an early prototype of what is certain to become a regular sight on the outside lane of the motorway.



Stand by for a few surprises when the world's most successful premium compact saloon finally rolls into the showrooms as a plug-in hybrid. BMW says that it will be almost impossible to tell this more eco-friendly model from the rest of the 3 Series range – which comes as a surprise after the company unveiled brave new styling trends for its i3 and i8 electric cars. And in another surprising move, there's likely to be hardly any difference in the price the company will charge for its hybrid compared with versions that rely solely on traditional internal combustion power. But the biggest surprise of all should come when aficionados start getting behind the wheel of the ultimate EfficientDynamics saloon early in 2016. With an output of around 245bhp and 295lb ft of torque on tap, this is set to be a car with a particularly clean pair of heels.

After getting the chance to sample the next big thing from BMW's 10,000-strong research and development engineering team at Munich, we're impressed. Though still a little rough around the edges, and still a long way from series production, the prototype car we tried at the company's test facility in France already had the look and feel of a winner. With

the latest four-cylinder twin turbocharged petrol engine and a 95bhp electric motor under its bonnet, this is a car that's capable of producing six-cylinder-style muscle when it's needed, with the 0-62mph acceleration benchmark coming up in around six seconds and a top speed in the order of 150mph. Yet powertrain efficiency is of such a high order that provisional operating results claim tailpipe emissions of just 50g/km and an average fuel economy figure of 140mpg with the battery pack in a fully charged state. In hushed electric-only running, the prototype has the power to nudge 75mph and is said to have a zero-emissions range of up to 22 miles after a full charge from a domestic power socket, although the time it takes for charging it has not yet been revealed by BMW engineers.

So how does the car work? Like other 3 Series cars, the hybrid has a choice of three driving modes to oversee suspension settings and shift characteristics for its eight-speed automatic transmission. In Comfort, the default setting, drive is geared to fuel efficiency with the regular engine supporting the electric motor when higher performance is needed. Sport mode maximises the combined output of both powerplants at all times for particularly sharp response to accelerator movements, while the Eco Pro setting puts the accent on making the most of both petrol and electricity – even to the extent of reducing air conditioning and heat levels for seating and door mirrors – to help achieve a total expected range of 375 miles.

Even in prototype form, the plug-in hybrid is a polished performer, with seamless switching between driving modes and another drive mode – Max eDrive – comes at the touch of a separate button near the transmission selector to provide all-electric, zero-emission travel, and also allow the driver to keep battery power in reserve for use later, when the car may be operating in an urban area. In another neat touch, BMW's satellite navigation system includes gadgetry that manages the powertrain to take account of battery capacity, speed restrictions and traffic conditions on the way to any given destination.

"We settled on a 22-miles electric range and chose a 5.5kW battery pack for weight and cost reasons after research among customers found most of them drive no more than 18 miles each day, on average, and the combined range of this car addresses any range anxiety. Our performance target has been to make the hybrid drive like the 328i petrol car, while using around 60 per cent less fuel. The battery pack adds 165kg to the weight of the car and is mounted at the rear, but because the boot floor is raised by only 35 millimetres, there's hardly any compromise to luggage space. I believe our hybrid will provide typical BMW driving qualities and will impose no restrictions on long trips," said product planner Helmuth Wiesler.

Maurice Glover

"...the prototype car we tried at the company's test facility in France already had the look and feel of a winner.

Mercedes-Benz C 300 BlueTec Hybrid Sport

Price	£37,040
Made in	Bremen, Germany
Configuration	4–door saloon, 5–seats, rear–wheel–drive
Drivetrain	2143cc, 4–cylinder, 16–valve, turbocharged diesel with electric motor, stop–start and selective catalyst reduction
Transmission	7–speed automatic
Power output (engine)	201bhp @ 3,800rpm
Power output (electric motor)	27bhp
Maximum torque (engine)	369lb ft @ 1,600–1,800rpm
Maximum torque (electric motor)	207lb ft
Top speed/0–62mph	152mph/6.4 secs
CO_2 emissions (tax band)	95g/km (A) Euro 6
Economy (urban/extra urban/combined)	70.6/80.7/76.3mpg
Fuel tank size/total range	50 litres/839 miles
Insurance group/BIK rate	37/12%
Size (length/width with mirrors)	4,686/2,020mm
Boot space	435 litres
Kerb/max towing weight	1,715/0kg
Euro NCAP safety rating	★★★★★
EcoCar rating	★★★★☆

Though new petrol hybrids crop up quite regularly, the combination of diesel power and an electric motor isn't quite so common, with just Citroën and Peugeot, Volvo and Mercedes-Benz pursuing the idea. The additional cost of building a diesel powerplant is often cited as a reason for choosing petrol power, but you only have to look at the kind of figures that diesel hybrids are achieving to know that they have a significant running cost advantage. Witness this C 300 BlueTec Hybrid, for instance, which in basic SE specification is capable of a claimed 78.5mpg on the combined cycle and 94g/km of CO_2, though our Sport trimmed test car produces a touch more, as a result of its larger wheels. But compare either of these to a petrol hybrid Lexus IS 300h, and just 65.7mpg is possible in its most frugal state. You can make your own minds up as to which one suits hybrid power best.

Despite wearing a C 300 badge, it doesn't come with a 3.0-litre engine, instead it's powered by a 201bhp 2.1-litre turbodiesel unit, paired to a 27bhp electric motor. In pure electric mode, the only sound comes from the tyres and the rushing of the air, and it works up to around 20mph and over short distances. When the engine cuts in, it does so noisily and not as smoothly as we would like, but once on the move, it settles down nicely. There's good pace away from the lights, but the gear change from first to second can be a bit jerky at low speeds. Road manners are pretty good, with pointy steering that has decent accuracy, and great manoeuvrability around town. In corners there's very little body roll, and apart from in icy conditions where the rear-wheel-drive can show up limitations, there's more than enough grip. Ride comfort is reasonably cushioned, with only the deepest rutted roads being felt in the cabin.

Despite being one of Mercedes-Benz's smallest saloon cars in its line-up, that hasn't stopped it from going all out to impress, with fittings that wouldn't feel out of place in an S-Class. Beautifully crafted air vents, solidly made buttons and a stylish design mark this out as one of the best interiors in the compact executive car class. Just a creaking centre console, common to all the C-Class's that we've tried lets the side down. The tablet-like display has been criticised by others, but we rather like it – it's just a shame that it doesn't have touchscreen functionality. But it's fiddly to operate and the redesigned controls aren't as intuitive to use as the old system. The driving position is quite low, with excellent support coming from the nicely bolstered seats. Oddment space is excellent thanks to a big lidded bin on the centre console, a deep armrest cubby and a decent sized glovebox, as well as good-sized door pockets. Space in the front of the C-Class is really good, with leg and headroom both plentiful, however, in the back, avoid choosing the panoramic roof if you're likely to carry tall people. It cuts into the amount of space and will have your passengers slouching in their seat. Thankfully knee and foot space is decently catered for. Boot space is reduced because of the hybrid gubbins, but only by 45 litres, so it's still a very reasonable size.

What's Hot	Superb choice as a company car, due to low tax liability. Frugal. Nicely cushioned suspension. Column shift easy to operate and saves centre console space. Perfectly placed electric seat controls. Exquisitely finished materials.
What's Not	Engine noisy and stop–start isn't very smooth when restarting. Creaking centre console. Infotainment controls aren't intuitive. Tablet–like display isn't a touchscreen. Restricted rear headroom with panoramic roof.
Also consider	Lexus IS 300h F Sport, Peugeot 508 Allure HYbrid4

Citroën C1 Airscape Feel PureTech 82

Price	£11,245
Made in	Kolín, Czech Republic
Configuration	5–door hatchback, 4–seats, front–wheel–drive
Drivetrain	1199cc, 3–cylinder, 12–valve, petrol
Transmission	5–speed manual
Power output	81bhp @ 5,750rpm
Maximum torque	86lb ft @ 2,750rpm
Top speed/0–62mph	106mph/11.0 secs
CO_2 emissions (tax band)	99g/km (A) Euro 5
Economy (urban/extra urban/combined)	52.3/76.3/65.7mpg
Fuel tank size/range	35 litres/506 miles
Insurance group/BIK rate	11/12%
Size (length/width without mirrors)	3,465/1,615mm
Boot space (minimum/maximum)	196/780 litres
Kerb/max towing weight	865/0kg
Euro NCAP safety rating	★★★★☆
EcoCar rating	★★★★☆

Despite sharing the same basic design, Citroën, Peugeot and Toyota designers have worked wonders when creating the C1, 108 and Aygo, carving out an individual look for each of their respective cars, despite pleasing the bean counters by using as many common parts as possible. Of the three, we think the Citroën C1 looks the most distinctive, and it's that model we test here. The 1.2-litre three-cylinder PureTech engine is unique to Citroën and Peugeot, and it delivers a little extra performance without much of a penalty at the fuel pumps. The CO_2 emissions are still under the 100g/km threshold, so the vehicle excise duty is free, and the official figures say you'll still get more than 65mpg on the combined cycle.

And that 81bhp engine equips the C1 with zingy performance away from the lights, while delivering a characterful sounding thrum. The light clutch and smooth five-speed manual gearbox makes swapping cogs a delight, and carefully chosen ratios mean that the C1 feels quite nippy around town. The light steering is handy in the city, but could do with a touch more feel at a faster pace. Grip levels are pretty good, and body control for a softly sprung city car isn't bad. Though there's some lean when cornering, the baby Citroën rarely gets out of shape. Grip levels are good, and the cushioned ride isolates occupants from the worst potholes and ruts. At idle, there's a fair bit of vibration transmitted into the cabin from the engine, and at town pace, the sound from it is pretty noticeable, but thankfully ebbs away the faster you go. It's replaced by lots of wind noise, though, which will mean turning the radio up to drown it out.

The majority of city cars will transport just one or two people and that's where this little car excels. There's bags of space up front, particularly in terms of headroom, but in the rear things are tighter. Taller passengers will find cause for complaint in both knee and headroom, especially if they are sat behind a driver that is more than average height. All-round visibility is pretty good with great forward vision, a wide expanse of rear window and over the shoulder visibility that is on par with rivals. The driving position is good, even though the steering wheel doesn't adjust for reach, and the seats have a reasonable amount of adjustment. Oddment space is well thought out, with storage ahead of the double cupholders, good sized door pockets that can carry bottles, and a decently sized glovebox. Our test car came with a funky coloured appliqué to the dashboard and this brightens up the cabin no end. While all of the plastics are hard to the touch – much like its rivals – all of the materials feel solid, durable and built to last. The centrally mounted touchscreen is logical and easy to use and ideally placed so that you don't need to take your eyes off the road for long. Boot space is smaller than the class average at 196 litres, and suffers a high sill, but is well shaped, deep and wide. The seats fold down at the pull of a tab, extending the space to a useful 780 litres.

What's Hot	Economical, yet feels extremely nippy around town. Large touchscreen is good to use and perfectly placed. The suspension cushions bumps nicely. Funky design both inside and out. Plenty of space up front. Electric canvas roof is a rare and neat treat. Vehicle excise duty free, and low banding for company car users.
What's Not	Insurance group high. Rear windows don't wind down, they just pop out. Tall passengers will find the rear cramped. No reach adjustment for the steering wheel. High boot sill. Vibration from the engine permeates into the cabin at idle. Lots of wind noise at speed. The Toyota Aygo offers a five–year warranty.
Also consider	Peugeot 108 Top! Allure PureTech 1.2 VTi, Volkswagen High up! 1.0

MICRO CARS

Spend any time in France and you're sure to see a 'sans permis' that looks like a shrunken smart car and sounds like a lawnmower. In Italian cities, Piaggio Apés are ideal for light deliveries in crowded medieval streets, but we don't see either here very often

Like German bubble cars and the UK's various three-wheelers, France's Voitures Sans Permis and Italy's Apés were inspired by the demand for cheap personal transport following the second world war. Over the years, regulations have changed and we've become more prosperous. Decent small cars such as the Mini, Beetle, 2CV and Fiat 500 saw off most of the lightweights, but the Voiture Sans Permis and the Apé continue to thrive. Some models even echo the look of some production cars, in design touches and colour schemes – for instance the Ligier JS50 looks like a shrunken Citroën DS 3 from some angles, and even features the same side pillar treatment!

SANS PERMIS

'Sans Permis' means 'without a licence'. Until recently you didn't need a licence to ride a moped in France. and so manufacturers developed the 'light quadricycle', a four-wheeled moped with a lightweight body and a 50cc engine to take advantage of this. 50cc is fine for a single seat moped, even a small scooter, but in a four-wheel car, even with a flimsy frame and the lightest possible bodywork, it really isn't up to the job. EU regulations define a 'light quadricycle' as being under 350kg in weight and powered by either a 50cc spark ignition engine or any other type of motor up to 4kW, and limited to 45kph (28mph). They are allowed to carry a 200 kilogram load. Variomatic transmission is the norm, coupled to light industrial, marine or agricultural diesel engines. Which is why they sound like lawnmowers!

In 2013, the EU introduced new rules to bring driving licence regulations into line across the continent. The AM licence allows you to drive a moped or 'light quadricycle', and in France you can ride a moped at 14 and drive a light quad at 16, but in the UK you have to be 16 in either case. How you get an AM licence varies from country to country, but in the UK you need a full version to drive a four-wheeler, so a 16-year-old has to pass the moped test first, by which time they would nearly be old enough for a conventional car. In France, the AM licence is available following something akin to our CBT course, while older drivers, a significant part of the market in France, are allowed to continue driving without a licence.

The market leader in France is Aixam with several models, and a commercial arm producing Mega branded light trucks. Ligier, Microcar and Dué are all brands of the Dué group. Bellier is owned by Sermat, who manufacture electric motors for aerospace use, and now for Bellier's electric models. As well as the true 'sans permis', many models are available with slightly more power and four seats, but you need a full motorcycle or car licence to drive one.

Sans Permis may be lightweight, but all are surprisingly stylish and well equipped. Unfortunately, the use of aluminium frames and plastic bodywork, combined with relatively low production numbers, means that none of them are especially cheap to buy.

DOLCE VITA

Italy is home to the Piaggio Apé (pronounced Ah-pay, it's Italian for Bee, not a large primate) developed in the 1950s from the Vespa scooter as a three-wheeled alternative to the donkey cart for light transport, and is still in production. The Apé is produced in many different shapes and sizes from the 50cc Apé50 to the diesel-powered TM with a 420cc engine. There's a surprisingly wide range of body styles available – pick-ups, tippers and panel vans, and a passenger version, known as the Tuk-Tuk, which is widely used in Asia as an alternative to the rickshaw. Apés can also be bought as a 'drive-away chassis' with a flat rear platform ready for customisation. The UK importer, The Big Coffee, specialises in building mobile coffee shops based on Apés.

UK MARKET

Microcars are not hugely popular here, as they are too expensive for youngsters and our suburban sprawl makes them less attractive to commuters than they are in more compact French cities. Microcar UK reckon the total market is about 700 to 800 a year, and only a handful of those are in the AM licence class.

In France, Sans Permis are often used by older drivers for shopping and local trips. That's less common here, the cost saving compared with a conventional small car don't really make it worthwhile to trade down. Insurance, in particular, is an issue, as insurers tend to class them amongst rare types and imports and price the cover accordingly.

They do have one very specific use as runabouts towed behind camper vans. A big camper van is ideal for long distance touring, but not so good for pottering about town sight-seeing and shopping when you arrive, so towing a lightweight two-seater makes a lot of sense.

Phil Thane

LINKS

www.bellier.fr (Multilingual)

www.micro-car.co.uk (English)

www.microcar.fr (French)

www.aixam.co.uk (English)

www.ligier.fr (multilingual, but no English)

www.automobiles-due.fr (French)

www.piaggiocommercialuk.com (English)

www.thebigcoffee.com (English)

INCREASED CHARGES

PART 3: HYBRIDS PURE AND SIMPLE

Last month we looked at plug-in hybrids, which offer owners all the benefits of electric motoring, whilst largely ridding them of range anxiety. The 'pure and simple' hybrids have no plug for external charging; the battery for their electric motor is charged when the car decelerates or brakes, and when the system deems it necessary, the engine also puts energy into the battery. These cars, though they'll almost all offer a control for selecting 'electric power', will travel only a very short distance on it before the engine cuts in; the system won't allow the relatively small battery to be discharged to any great extent.

The only element of the process that offers truly 'free power' is through brake regeneration and deceleration. All else is effectively via the engine, so some people are understandably sceptical about the benefit. However, even this limited assistance is beneficial to the environment and certainly worth having.

There is alas no accepted class name for the non plug-in hybrid; 'conventional', 'traditional', 'full', 'regular', 'pure' – they've all been used, so you can take your choice. There's a good pack of models available, but for our test car, we went for the original and best

known; the one which arrived here in first generation guise at the turn of the millennium – the Toyota Prius. This is powered by a 1.8-litre petrol engine, aided by an electric motor.

Toyota are to hybrids what Kia is to value motoring, and Toyota is the world's leading hybrid seller. The official combined consumption figure of the Prius is a pretty sizeable 72.4mpg, dropping to 70.6 for the top specification T Spirit model, however, the experience of most users is a fair way below those figures. That's nothing unusual of course, but the amount by which the true consumption falls short of the official one seems to be greater with hybrids; this is possibly because they're ideally suited to the test cycle. What we did notice with some pleasure, was the slow decline of the fuel gauge; tank size is 45 litres, which isn't that large, but we covered a couple of hundred miles on the clock before the gauge made a noticeable downward move.

Our Prius uses a system they call 'Hybrid Synergy Drive', which has three 'mode' buttons labelled 'Pwr', 'Eco' and 'EV'. Essentially these do what you'd expect, so 'Pwr', short for power, gives a more impressive and immediate response to the throttle, Eco maximises the economy, and EV endeavours to provide pure electric drive. That last one is highly dependent on the battery's state of charge,

MODELS AVAILABLE IN THE UK:

Audi A8 Hybrid	£64,280 to £68,245
BMW ActiveHybrid 3	£41,385 to £43,885
BMW ActiveHybrid 5	£47,790 to £50,625
BMW ActiveHybrid 7	£66,200 to £74,575
Citroën DS 5 Hybrid4	£31,600 to £33,700
Ford Mondeo Hybrid	£24,995
Honda Jazz Hybrid	£17,150 to £20,245
Infiniti Q50 Hybrid	£39,995 to £46,540
Infiniti Q70 Hybrid	£42,500 to £46,600
Lexus CT	£21,245 to £29,745
Lexus IS	£29,495 to £38,495
Lexus NX	£29,495 to £42,995
Lexus RX	£44,495 to £55,495
Lexus GS	£31,495 to £51,495
Lexus LS	£99,995
Mercedes-Benz C-Class	£35,045 to £39,435
Mercedes-Benz E-Class	£39,880 to £44,165
Mercedes-Benz S-Class	£70,900 to £87,965
Peugeot 3008 HYbrid4	£27,245 to £28,245
Peugeot 508 HYbrid4	£31,995
Peugeot 508 RXH HYbrid4	£34,645
Range Rover Sport SDV6 Hybrid	£82,650
Range Rover SDV6 Hybrid	£100,350 to £146,900
Toyota Yaris Hybrid	£16,195 to £17,695
Toyota Auris Hybrid	£20,645 to £23,990
Toyota Prius Hybrid	£21,995 to £26,845

PURE HYBRID CARS

WHAT'S HOT

No range anxiety – just treat the fuel gauge like a normal petrol or diesel car
No need to bother with battery charging
Huge range of body types and sizes available
Impressive emissions figures minimise company car benefit-in-kind taxation
Zero road tax for most models

WHAT'S NOT

More expensive than the equivalent diesel or petrol car
No government grant to help reduce the cost
Motorway use shows little or no advantage for pure hybrids
Congestion charge liability for almost all models

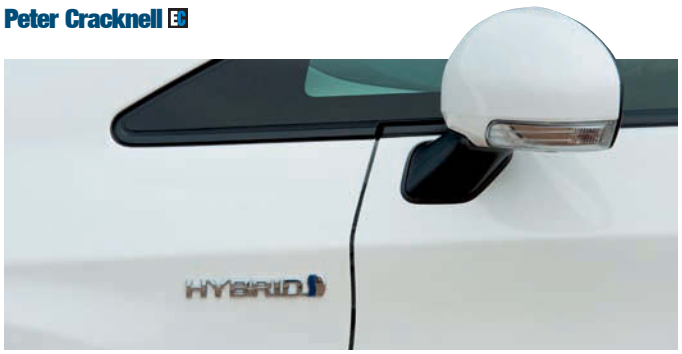
so if you've been shunting along in heavy traffic with lights, wipers and the heated rear screen on, you won't get much more out of the battery pack. After a spell of non-stop cruising, however, the system might allow the maximum, which in our experience appeared to be about a mile and a half.

As things stand here in the UK, a Prius owner will pay no road tax, as the emissions figure is well below the 100g/km threshold. However, they will have to fork out for the congestion charge should they be unwise enough to find themselves in central London, and unlike the plug-in hybrids, our 'pure' one doesn't attract the £5,000 government grant towards its purchase price.

Since there's so much debate about the efficiency of traditional hybrids like the Prius, it's worth looking at a comparable diesel car's official figures – since these will be better than the petrol ones – to see how they compare. There's no non-hybrid Prius, but Toyota do sell hybrid versions of their Yaris and Auris. The Auris is marginally smaller than the Prius, and the best Hybrid version has an official consumption figure of 74.3mpg, compared to the diesel's, er, 74.3. Perhaps a better comparison is seen in the Peugeot 508. The HYbrid4 version of this car boasts an almighty 80.7mpg on the combined cycle. The non-hybrid car, fitted with the same 2.0-litre diesel engine with the same 161bhp power output, but no hybrid paraphernalia, reveals a significant decline, as that fuel figure drops to 52.3mpg. And while the prospect of actually getting 80mpg out of the HYbrid4 is a distinctly misty one, it seems very clear that however you drive, the hybrid car is going to be the more efficient choice, albeit at a £5,400 price premium.

There's an extensive range of pure hybrids available to the UK buyer, as an increasing number of manufacturers create cars that fit the genre. Obviously the lack of a plug-in charging system reduces the electric benefit, but no doubt pure hybrid owners happily take whatever the dent in their car's consumption might prove to be so that they can avoid those long hours of messing about with cables.

Peter Cracknell



NEXT ISSUE: CHARGING ALTERNATIVES

THE BIG TEST INDEX

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average rating even includes all of the star ratings from tests in this issue, and currently sits at 73.84 per cent. Any car maker above that level is doing well, producing cars that are better than average, while those that fall below have some work to do to catch up.

Each month as we test more and more cars, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH	
100%	5 star rating
90%	4.5 star rating
80%	4 star rating
70%	3.5 star rating
60%	3 star rating
50%	2.5 star rating
40%	2 star rating
30%	1.5 star rating
20%	1 star rating
10%	0.5 star rating

PLACING	CAR MAKER	% RATING
1	Jaguar	91.25
2	Tesla	90.00
3	Land Rover	84.52
4	Ford	84.04
5	BMW	83.93
6	Porsche	83.08
7	Audi	82.78
8	Skoda	82.29
9	MINI	82.11
10	Volkswagen	81.85
11=	Mazda	80.00
11=	Peugeot	80.00
13	Kia	79.69
14	SEAT	79.09
15	Citroën	78.42
16	Mercedes-Benz	76.94
17	Volvo	76.00
18	Hyundai	75.45
19	Vauxhall	75.12
20	Honda	75.00
21	Renault	74.84
22	Nissan	74.81
DieselCar Average test rating – 73.81%		
23	Maserati	73.33
24	Infiniti	73.00
25	Dacia	71.67
26	Lexus	71.11
27	Fiat	70.91
28	Alfa Romeo	70.71
29	Isuzu	70.00
30	Suzuki	68.89
31	Toyota	66.52
32	Mitsubishi	66.25
33	Subaru	66.25
34	Jeep	65.45
35	MG	65.00
36	Great Wall	60.00
37	Chrysler	60.00
38	SsangYong	60.00

DATAFILESKEY

VED BANDS – EFFECTIVE FROM 1ST APRIL 2014

The need to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, this handy table will tell you how much you need to pay. The rates for cars registered after March 2001 will depend on the CO_2 emissions of the vehicle, with the same amount due for both petrol and diesel power, though hybrid vehicles receive a £10 discount each year. All vehicles that manage to emit 100g/km or less cost nothing to tax, whereas a diesel or petrol powered car emitting 169g/km of CO_2 will cost £290 in the first year, and £205 for each subsequent year, compared to a hybrid vehicle that will cost £280 and £195 per annum, respectively.

	CO_2 EMISSIONS	1st Year rate 2014/2015	Standard rate 2014/2015
A	Up to 100	0	0
B	101 - 110	0	20
C	111 - 120	0	30
D	121 - 130	0	110
E	131 - 140	130	130
F	141 - 150	145	145
G	151 - 165	180	180
H	166 - 175	290	205
I	176 - 185	345	225
J	186 - 200	485	265
K	201 - 225	635	285
L	226 - 255	860	485
M	256 and over	1090	500

* For cars registered between March 2001 and March 2006, a maximum charge of band K applies.

JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, EGC, EGS and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueHDi, BlueEfficiency, BlueMotion Technology (BMT), ecoFLEX, Ecomotive, ECOnetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by the car makers to describe their most eco-friendliest technology. These models will typically offer better fuel economy and lower CO_2 emissions than other models in the line-up.

DPF = Diesel particulate filter
EGR = Exhaust gas recirculation
EURO 6 = The emissions regulations that the vehicle is governed by
N/A = The data was unavailable as we went to press
S/S = Stop-start technology
SCR = Selective catalyst reduction
ST = Sport Tourer or Sports Tourer
SW = Sportwagon or Sportswagon
TBA = The information was not available as we went to press

POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these data files, you will find information on the most eco-friendly vehicles, with all diesel vehicles, as well as pure electric, petrol and diesel hybrids and sub-100g/km CO_2 petrol cars listed in our tables.

D Diesel
DE Diesel electric hybrid
E Electric
H Hydrogen fuel-cell
P Petrol
PE Petrol electric hybrid

COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2014/2015

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO_2 emissions that the vehicle emits. This table will tell you the percentage rate that you'll need to pay. Currently, diesel vehicles are penalised with a three per cent surcharge, however, that is due to end from the 2016/2017 tax year, providing the car meets the Euro 6 emissions regulations. Interestingly, diesel hybrids don't receive the penalty, with company car tax rates in line with petrol cars, making them a good bet for minimising tax bills.

BIK Tax	Petrol/Hybrid	Diesel
	2014/2015	
0	0	0
Up to 75	5	8
76 to 94	11	14
95 to 99	12	15
100 to 104	13	16
105 to 109	14	17
110 to 114	15	18
115 to 119	16	19
120 to 124	17	20
125 to 129	18	21
130 to 134	19	22
135 to 139	20	23
140 to 144	21	24
145 to 149	22	25
150 to 154	23	26
155 to 159	24	27
160 to 164	25	28
165 to 169	26	29
170 to 174	27	30
175 to 179	28	31
180 to 184	29	32
185 to 189	30	33
190 to 194	31	34
195 to 199	32	35
200 to 204	33	35
205 to 209	34	35
Over 210	35	35

ISSUE TESTED

The issue number is inserted if the model has been driven by the Diesel Car test team.

LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first year vehicle excise duty, if applicable. Any Government subsidies, like the plug-in car grant, have already been deducted within our tables.

TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

COMBINED MPG

This is the official fuel economy figure released by the car manufacturer. This figure is achieved in optimum conditions and therefore it is rare that an owner will be able to actually attain this figure. If the vehicle is electric, the figure in brackets is the maximum range in miles quoted by the manufacturer, again under optimum conditions.

ALFA ROMEO

UK dealers: 60 **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles (TwinAir 18,000miles)

MiTo

Rating ★★★☆☆

Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence.

Power	Model	Issue Tested	Doors	List Price £	Trade-in Value	Gearbox	Ins. Group	Top Speed	0-62mph	Combined MPG (Range)	CO2 g/km	Engine CC	Engine Power bhp/rpm	Electric Motor Power bhp	Engine Torque lb ft/rpm	Electirc Motor Torque lb ft/rpm	Kerb Weight (kg)	Towing Weight (kg)
P	0.9 TB TwinAir Sprint	-	3	14870	6543	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Distinctive	-	3	16070	7071	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir QV Line	-	3	16820	7401	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
D	1.3 JTDM-2 Sprint	296	3	15415	6783	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.3 JTDM-2 Distinctive	-	3	16655	7328	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.6 JTDM-2 Distinctive	-	3	17820	7841	6-M	19	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000
D	1.6 JTDM-2 QV Line	-	3	18570	8171	6-M	24	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000

Giulietta

Rating ★★★½☆

Stylish alternative, with enough gusto and a smattering of class to compete in the medium car sector.

Power	Model	Issue Tested	Doors	List Price £	Trade-in Value	Gearbox	Ins. Group	Top Speed	0-62mph	Combined MPG (Range)	CO2 g/km	Engine CC	Engine Power bhp/rpm	Electric Motor Power bhp	Engine Torque lb ft/rpm	Electirc Motor Torque lb ft/rpm	Kerb Weight (kg)	Towing Weight (kg)
D	1.6 JTDM-2 Progression	-	5	19170	9202	6-M	18	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Business Edition	-	5	18990	9115	6-M	17	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Distinctive	-	5	20420	9802	6-M	18	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Exclusive	-	5	22170	10642	6-M	18	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	2.0 JTDM-2 Business Edition	-	5	20290	9333	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Distinctive	-	5	21720	9991	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Exclusive	-	5	23470	10796	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 QV Line	-	5	25220	11601	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Business Edition TCT	-	5	22450	10327	6-A	22	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 Exclusive TCT	334	5	25630	11790	6-A	24	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 QV Line TCT	-	5	27380	12047	6-A	23	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300

AUDI

UK dealers: 116 **Warranty:** 3 years/60,000 miles **Servicing:** Variable schedule

New A1

Rating ★★★★☆

Audi attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

Power	Model	Issue Tested	Doors	List Price £	Trade-in Value	Gearbox	Ins. Group	Top Speed	0-62mph	Combined MPG (Range)	CO2 g/km	Engine CC	Engine Power bhp/rpm	Electric Motor Power bhp	Engine Torque lb ft/rpm	Electirc Motor Torque lb ft/rpm	Kerb Weight (kg)	Towing Weight (kg)
D	SE 1.6 TDI	-	3	15390	8311	5-M	tba	124	9.4	80.7	92	1598	114/1500	-	184/3500	-	1150	1200
D	SE 1.6 TDI Auto	-	3	16930	9142	7-A	tba	124	9.4	76.3	97	1598	114/1500	-	184/3500	-	1175	1200
D	Sport 1.6 TDI	-	3	17365	9377	5-M	tba	124	9.4	80.7	92	1598	114/1500	-	184/3500	-	1150	1200
D	Sport 1.6 TDI Auto	-	3	18905	10209	7-A	tba	124	9.4	76.3	97	1598	114/1500	-	184/3500	-	1175	1200
D	S line 1.6 TDI	-	3	19360	10454	5-M	tba	124	9.4	80.7	93	1598	114/1500	-	184/3500	-	1150	1200
D	S line 1.6 TDI Auto	-	3	20900	11286	7-A	tba	124	9.4	76.3	98	1598	114/1500	-	184/3500	-	1175	1200
D	Sportback SE 1.6 TDI	-	5	16010	8325	5-M	tba	124	9.5	80.7	92	1598	114/1500	-	184/3500	-	1175	1200
D	Sportback SE 1.6 TDI Auto	-	5	17550	9126	7-A	tba	124	9.4	76.3	97	1598	114/1500	-	184/3500	-	1200	1200
D	Sportback Sport 1.6 TDI	-	5	17985	9352	5-M	tba	124	9.5	80.7	92	1598	114/1500	-	184/3500	-	1175	1200
D	Sportback Sport 1.6 TDI Auto	-	5	19525	10153	7-A	tba	124	9.4	76.3	97	1598	114/1500	-	184/3500	-	1200	1200
D	Sportback S line 1.6 TDI	-	5	19980	10390	5-M	tba	124	9.5	80.7	93	1598	114/1500	-	184/3500	-	1175	1200
D	Sportback S line 1.6 TDI Auto	-	5	21520	11190	7-A	tba	124	9.4	76.3	98	1598	114/1500	-	184/3500	-	1200	1200

LONG TERM TEST

A3

Rating ★★★★½

Edgier looks and upgraded cabin with better kit, plus a more involving drive than before.

Power	Model	Issue Tested	Doors	List Price £	Trade-in Value	Gearbox	Ins. Group	Top Speed	0-62mph	Combined MPG (Range)	CO2 g/km	Engine CC	Engine Power bhp/rpm	Electric Motor Power bhp	Engine Torque lb ft/rpm	Electirc Motor Torque lb ft/rpm	Kerb Weight (kg)	Towing Weight (kg)
D	SE 1.6 TDI	321	3	20825	10829	6-M	15	124	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE 1.6 TDI Auto	-	3	22305	11599	7-A	15	124	10.5	72.4	102	1598	108/3200	-	184/1500	-	1250	1500
D	SE 2.0 TDI	-	3	22175	11088	6-M	21	135	8.5	68.9	106	1968	148/3500	-	251/1750	-	1275	1600
D	SE 2.0 TDI Auto	-	3	23665	11833	6-A	21	135	8.2	64.2	116	1968	148/3500	-	251/1750	-	1295	1600
D	SE Technik 1.6 TDI	321	3	21575	11219	6-M	17	124	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE Technik 1.6 TDI Auto	-	3	23055	11989	7-A	17	124	10.5	72.4	102	1598	108/3200	-	184/1500	-	1250	1500
D	SE Technik 2.0 TDI	-	3	22925	11463	6-M	23	135	8.5	68.9	106	1968	148/3500	-	251/1750	-	1275	1600
D	SE Technik 2.0 TDI Auto	-	3	24405	12203	6-A	23	135	8.2	64.2	116	1968	148/3500	-	251/1750	-	1295	1600
D	Sport 1.6 TDI	-	3	22225	11557	6-M	15	124	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	Sport 1.6 TDI Auto	-	3	23705	12327	7-A	15	124	10.5	72.4	102	1598	108/3200	-	184/1500	-	1250	1500
D	Sport 2.0 TDI	305	3	23575	11788	6-M	21	135	8.5	68.9	106	1968	148/3500	-	251/1750	-	1275	1600
D	Sport 2.0 TDI Auto	-	3	25055	12528	6-A	21	135	8.2	64.2	116	1968	148/3500	-	251/1750	-	1295	1600
D	Sport 2.0 TDI	-	3	24845	12423	6-M	27	145	7.3	68.9	108	1968	181/3500	-	280/1750	-	1290	1600
D	Sport 2.0 TDI quattro Auto	-	3	27755	13878	6-A	26	143	6.8	60.1	124	1968	181/3500	-	280/1750	-	1395	1800
D	S line 1.6 TDI	-	3	24375	12675	6-M	16	124	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	S line 1.6 TDI Auto	-	3	25855	13445	7-A	16	124	10.5	72.4	102	1598	108/3200	-	184/1500	-	1250	1500
D	S line 2.0 TDI	-	3	25725	12863	6-M	21	135	8.5	68.9	106	1968	148/3500	-	251/1750	-	1275	1600
D	S line 2.0 TDI Auto	-	3	27205	13603	6-A	21	135	8.2	64.2	116	1968	148/3500	-	251/1750	-	1295	1600
D	S line 2.0 TDI	-	3	26995	13498	6-M	28	145	7.3	68.9	108	1968	181/3500	-	280/1750	-	1290	1600
D	S line 2.0 TDI quattro Auto	-	3	29905	14953	6-A	26	143	6.8	60.1	124	1968	181/3500	-	280/1750	-	1395	1800
D	Sportback SE 1.6 TDI	-	5	21445	11151	6-M	15	124	10.7	74.3	99	1598	108/3200	-	184/1500	-	1260	1500
D	Sportback SE 1.6 TDI Auto	-	5	22925	11921	7-A	15	124	10.7	72.4	102	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback SE 2.0 TDI	-	5	22795	11853	6-M	21	135	8.6	68.9	106	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE 2.0 TDI Auto	-	5	24275	12623	6-M	21	135	8.3	64.2	116	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback SE Technik 1.6 TDI	-	5	22195	11541	6-M	17	124	10.7	74.3	99	1598	108/3200	-	184/1500	-	1260	1500
D	Sportback SE Technik 1.6 TDI Auto	-	5	23675	12311	7-A	17	124	10.7	72.4	102	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback SE Technik 2.0 TDI	-	5	23545	12243	6-M	23	135	8.6	68.9	106	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	25025	13013	6-M	23	135	8.3	64.2	116	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport 1.6 TDI	-	5	22845	11879	6-M	15	124	10.7	74.3	99	1598	108/3200	-	184/1500	-	1260	1500
D	Sportback Sport 1.6 TDI Auto	-	5	24325	12649	7-A	15	124	10.7	72.4	102	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback Sport 2.0 TDI	313	5	24195	12581	6-M	21	135	8.6	68.9	106	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback Sport 2.0 TDI Auto	-	5	25675	13351	6-M	21	135	8.3	64.2	116	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport 2.0 TDI	-	5	25465	13242	6-M	27	145	7.4	67.3	110	1968	181/3500	-	280/1750	-	1320	1600
D	Sportback Sport 2.0 TDI quattro Auto	-	5	28375	14755	6-A	26	143	6.9	60.1	124	1968	181/3500	-	280/1750	-	1425	1800
D	Sportback S line 1.6 TDI	-	5	24995	12997	6-M	16	124	10.7	74.3	99	1598	108/3200	-	184/1500	-	1260	1500
D	Sportback S line 1.6 TDI Auto	-	5	26475	13767	7-A	16	124	10.7	72.4	102	1598	108/3200	-	184/1500	-	1280	1500
D	Sportback S line 2.0 TDI	-	5	26345	13699	6-M	21	135	8.6	68.9	106	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback S line 2.0 TDI Auto	-	5	27825	14469	6-M	21	135	8.3	64.2	116	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback S line 2.0 TDI	-	5	27615	14360	6-M	28	145	7.4	67.3	110	1968	181/3500	-	280/1750	-	1320	1600
D	Sportback S line 2.0 TDI quattro Auto	-	5	30525	15873	6-A	26	143	6.9	60.1	124	1968	181/3500	-	280/1750	-	1425	1800
PE	Sportback e-tron 1.4 TFSI Auto	332	5	29950	tba	6-A	29	138	7.6	176.6	37	1395	148/5000	101	184/1600	243	1540	0
D	Saloon Sport 1.6 TDI	-	4	23395	12633	6-M	15	126	10.7	74.3	99	1598	108/3200	-	184/1500	-	1270	1500
D	Saloon Sport 1.6 TDI Auto	-	4	24875	13433	7-A	15	126	10.7	72.4	102	1598	108/3200	-	184/1500	-	1290	1500
D	Saloon Sport 2.0 TDI	-	4	24745	13362	6-M	21	139	8.6	70.6	105	1968	148/3500	-	251/1750	-	1315	1600
D	Saloon Sport 2.0 TDI Auto	-	4	26225	14162	6-A	21	139	8.3	64.2	115	1968	148/3500	-	251/1750	-	1320	1600
D	Saloon Sport 2.0 TDI	-	4	26015	14048	6-M	tba	150	7.4	68.9	109	1968	181/3500	-	280/1750	-	1320	1600
D	Saloon Sport 2.0 TDI quattro Auto	-	4	28925	15620	6-A	tba	147	6.9	60.1	124	1968	181/3500	-	280/1750	-	1430	1800
D	Saloon S line 1.6 TDI	-	4	25545	13794	6-M	16	126	10.7	74.3	99	1598	108/3200	-	184/1500	-	1270	1500
D	Saloon S line 1.6 TDI Auto	-	4	27025	14594	7-A	16	126	10.7	72.4	102	1598	108/3200	-	184/1500	-	1290	1500
D	Saloon S line 2.0 TDI	-	4	26895	14523	6-M	21	139	8.6	70.6	105	1968	148/3500	-	251/1750	-	1315	1600
D	Saloon S line 2.0 TDI Auto	-	4	28375	15323	6-A	21	139	8.3	64.2	115	1968	148/3500	-	251/1750	-	1320	1600
D	Saloon S line 2.0 TDI	-	4	28165	15209	6-M	tba	150	7.4	68.9	109	1968	181/3500	-	280/1750	-	1320	1600
D	Saloon S line 2.0 TDI quattro Auto	-	4	31075	16781	6-A	tba	147	6.9	60.1	124	1968	181/3500	-	280/1750	-	1430	1800
D	Cabriolet SE 1.6 TDI	-	2	26185	14140	6-M	17	124	11.4	72.4	104	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet SE 2.0 TDI	-	2	27535	14869	6-M	24	139	8.9	67.3	110	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet SE 2.0 TDI Auto	-	2	29015	15668	6-A	24	139	8.8	60.1	122	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport 1.6 TDI	-	2	27585	14896	6-M	18	124	11.4	72.4	104	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet Sport 2.0 TDI	-	2	28935	15625	6-M	25	139	8.9	67.3	110	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet Sport 2.0 TDI Auto	-	2	30415	16424	6-A	25	139	8.8	60.1	122	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport 2.0 TDI	-	2	30205	16311	6-M	tba	150	7.9	65.7	114	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet Sport 2.0 TDI quattro Auto	-	2	33115	17882	6-A	tba	147	7.6	57.6	129	1968	181/3500	-	280/1750	-	1590	1800
D	Cabriolet S line 1.6 TDI	-	2	29735	16057	6-M	20	124	11.4	72.4	104	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet S line 2.0 TDI	-	2	31085	16786	6-M	23	139	8.9	67.3	110	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet S line 2.0 TDI Auto	-	2	32565	17585	6-A	23	139	8.8	60.1	122	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet S line 2.0 TDI	-	2	32355	17472	6-M	tba	150	7.9	65.7	114	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet S line 2.0 TDI quattro Auto	-	2	35265	19043	6-A	tba	147	7.6	57.6	129	1968	181/3500	-	280/1750	-	1590	1800

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Rating ★★★★☆

Audi has refined its family car formula, resulting in space and style in buckets.

Power	Model	Issue Tested	Doors	List Price £	Trade-in Value	Gearbox	Ins. Group	Top Speed	0-62mph	Combined MPG (Range)	CO2 g/km	Engine CC	Engine Power bhp/rpm	Electric Motor Power bhp	Engine Torque lb ft/rpm	Electirc Motor Torque lb ft/rpm	Kerb Weight (kg)	Towing Weight (kg)
D	SE 2.0 TDIe	-	4	27600	11592	6-M	23	134	9.3	65.7	112	1968	134/4200	-	236/1750	-	1475	1300
D	SE Technik 2.0 TDIe	-	4	28600	12012	6-M	23	134	9.3	65.7	112	1968	134/4200	-	236/1750	-	1475	1300
D	SE Technik 2.0 TDI Auto	-	4	30155	12665	8-A	23	130	9.1	58.9	127	1968	148/4200	-	236/1750	-	1515	1700
D	SE Technik 2.0 TDI ultra	330	4	29620	12440	6-M	27	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1540	1300
D	SE Technik 2.0 TDI	-	4	29620	12440	6-M	27	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1480	1600
D	SE Technik 2.0 TDI Auto	-	4	31100	13062	8-A	27	138	7.9	58.9	127	1968	175/4200	-	280/1750	-	1520	1700
D	SE Technik 2.0 TDI quattro	-	4	31180	13096	6-M	27	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1565	1600
D	SE Technik 2.0 TDI quattro Auto	-	4	32660	13717	7-A	27	140	7.9	53.3	139	1968	175/4200	-	280/1750	-	1595	1700
D	S line 2.0 TDI	-	4	30230	12697	6-M	23	134	9.2	62.8	119	1968	148/4200	-	236/1750	-	1480	1600
D	S line 2.0 TDI Auto	-	4	31710	13318	8-A	23	130	9.1	58.9	127	1968	148/4200	-	236/1750	-	1515	1700
D	S line 2.0 TDI ultra	-	4	31175	13094	6-M	tba	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1540	1300
D	S line 2.0 TDI	-	4	31175	13094	6-M	27	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1480	1600
D	S line 2.0 TDI Auto	-	4	32655	13715	8-A	27	138	7.9	58.9	127	1968	175/4200	-	280/1750	-	1520	1700
D	S line 2.0 TDI quattro	-	4	32735	13749	6-M	27	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1565	1600
D	S line 2.0 TDI quattro Auto	-	4	34215	14370	7-A	27	140	7.9	53.3	139	1968	175/4200	-	280/1750	-	1595	1700
D	S line 3.0 TDI quattro Auto	-	4	38215	15286	7-A	33	155	5.9	49.6	149	2967	242/4000	-	369/1400	-	1680	1900
D	Black Edition Plus 2.0 TDI	-	4	31730	13327	6-M	tba	134	9.2	62.8	119	1968	148/4200	-	236/1750	-	1480	1600
D	Black Edition Plus 2.0 TDI Auto	-	4	33210	13948	8-A	tba	130	9.1	58.9	127	1968	148/4200	-	236/1750	-	1515	1700
D	Black Edition Plus 2.0 TDI	-	4	32675	13724	6-M	tba	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1480	1600
D	Black Edition Plus 2.0 TDI Auto	-	4	34155	14345	8-A	tba	138	7.9	58.9	127	1968	175/4200	-	280/1750	-	1520	1700
D	Black Edition Plus 2.0 TDI quattro	-	4	34235	14379	6-M	tba	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1565	1600
D	Black Edition Plus 2.0 TDI quattro Auto	-	4	35715	15000	7-A	tba	140	7.9	53.3	139	1968	175/4200	-	280/1750	-	1595	1700
D	Black Edition Plus 3.0 TDI quattro Auto	-	4	39715	15886	7-A	tba	155	5.9	49.6	149	2967	242/4000	-	369/1400	-	1680	1900
D	Avant SE 2.0 TDIe	-	5	28900	12138	6-M	23	129	9.6	64.2	116	1968	134/4200	-	236/1750	-	1535	1300
D	Avant SE Technik 2.0 TDIe	-	5	29900	12558	6-M	23	129	9.6	64.2	116	1968	134/4200	-	236/1750	-	1535	1300
D	Avant SE Technik 2.0 TDI Auto	-	5	31455	13211	8-A	23	124	9.5	57.6	129	1968	148/4200	-	236/1750	-	1575	1700
D	Avant SE Technik 2.0 TDI ultra	-	5	30920	12986	6-M	27	134	8.6	64.2	114	1968	161/3000	-	295/1750	-	1600	1300
D	Avant SE Technik 2.0 TDI	-	5	30920	12986	6-M	27	138	8.4	58.9	126	1968	175/4200	-	280/1750	-	1535	1600
D	Avant SE Technik 2.0 TDI Auto	-	5	32400	13608	8-A	27	131	8.1	57.6	129	1968	175/4200	-	280/1750	-	1575	1700
D	Avant SE Technik 2.0 TDI quattro	-	5	32480	13642	6-M	27	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1605	1600
D	Avant SE Technik 2.0 TDI quattro Auto	-	5	33975	14270	7-A	27	135	8.0	51.4	144	1968	175/4200	-	280/1750	-	1640	1700
D	Avant S line 2.0 TDI	-	5	31530	13243	6-M	23	129	9.5	60.1	124	1968	148/4200	-	236/1750	-	1535	1600
D	Avant S line 2.0 TDI Auto	-	5	33010	13864	8-A	23	124	9.5	57.6	129	1968	148/4200	-	236/1750	-	1575	1700
D	Avant S line 2.0 TDI ultra	-	5	32475	13640	6-M	tba	134	8.6	64.2	114	1968	161/3000	-	295/1750	-	1600	1300
D	Avant S line 2.0 TDI	-	5	32475	13640	6-M	27	138	8.4	58.9	126	1968	175/4200	-	280/1750	-	1535	1600
D	Avant S line 2.0 TDI Auto	-	5	33955	14261	8-A	27	131	8.1	57.6	129	1968	175/4200	-	280/1750	-	1575	1700
D	Avant S line 2.0 TDI quattro	-	5	34035	14295	6-M	27	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1605	1600
D	Avant S line 2.0 TDI quattro Auto	-	5	35530	14923	7-A	27	135	8.0	51.4	144	1968	175/4200	-	280/1750	-	1640	1700
D	Avant S line 3.0 TDI quattro Auto	-	5	39550	15820	7-A	33	155	6.1	47.9	154	2967	242/4000	-	369/1400	-	1725	1900
D	Avant Black Edition Plus 2.0 TDI	-	5	33030	13873	6-M	tba	129	9.5	60.1	124	1968	148/4200	-	236/1750	-	1535	1600
D	Avant Black Edition Plus 2.0 TDI Auto	-	5	34510	14494	8-A	tba	124	9.5	57.6	129	1968	148/4200	-	236/1750	-	1575	1700
D	Avant Black Edition Plus 2.0 TDI	-	5	33975	14270	6-M	tba	138	8.4	58.9	126	1968	175/4200	-	280/1750	-	1535	1600
D	Avant Black Edition Plus 2.0 TDI Auto	-	5	35455	14891	8-A	tba	131	8.1	57.6	129	1968	175/4200	-	280/1750	-	1575	1700
D	Avant Black Edition Plus 2.0 TDI quattro	-	5	35535	14925	6-M	tba	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1605	1600
D	Avant Black Edition Plus 2.0 TDI quattro Auto	-	5	37030	15553	7-A	tba	135	8.0	51.4	144	1968	175/4200	-	280/1750	-	1640	1700
D	Avant Black Edition Plus 3.0 TDI quattro Auto	-	5	41050	16420	7-A	tba	155	6.1	47.9	154	2967	242/4000	-	369/1400	-	1725	1900
D	allroad 2.0 TDI quattro	300	5	32680	15033	6-M	27	134	8.2	48.7	159	1968	175/4200	-	280/1750	-	1630	1700
D	allroad 2.0 TDI quattro Auto	-	5	34160	15714	7-A	27	130	8.1	47.1	156	1968	175/4200	-	280/1750	-	1670	1900
D	allroad 3.0 TDI quattro Auto	-	5	38145	16784	7-A	33	149	6.2	45.6	161	2967	242/4000	-	369/1400	-	1750	1900
D	allroad Sport 2.0 TDI quattro	-	5	35130	16160	6-M	tba	134	8.2	48.7	159	1968	175/4200	-	280/1750	-	1630	1700
D	allroad Sport 2.0 TDI quattro Auto	-	5	36610	16841	7-A	tba	130	8.1	47.1	156	1968	175/4200	-	280/1750	-	1670	1900
D	allroad Sport 3.0 TDI quattro Auto	-	5	40595	17862	7-A	tba	149	6.2	45.6	161	2967	242/4000	-	369/1400	-	1750	1900

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Rating ★★★★☆

Good looking, refined and accomplished with a range of frugal powerplants and bodystyles to suit all tastes.

Power	Model	Issue Tested	Doors	List Price £	Trade-in Value	Gearbox	Ins. Group	Top Speed	0-62mph	Combined MPG (Range)	CO2 g/km	Engine CC	Engine Power bhp/rpm	Electric Motor Power bhp	Engine Torque lb ft/rpm	Electirc Motor Torque lb ft/rpm	Kerb Weight (kg)	Towing Weight (kg)
D	Coupé SE 2.0 TDI ultra	-	2	31470	15735	6-M	28	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1530	1300
D	Coupé SE 2.0 TDI	-	2	31470	15735	6-M	28	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1470	1600
D	Coupé SE 2.0 TDI Auto	-	2	32950	16475	8-A	28	140	7.8	60.1	123	1968	175/4200	-	280/1750	-	1495	1700
D	Coupé SE 2.0 TDI quattro	-	2	33125	16563	6-M	28	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1535	1600
D	Coupé SE 2.0 TDI quattro Auto	-	2	34605	17303	7-A	28	140	7.8	53.3	139	1968	175/4200	-	280/1750	-	1575	1700
D	Coupé S line 2.0 TDI	-	2	34060	17030	6-M	29	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1470	1600
D	Coupé S line 2.0 TDI Auto	-	2	35540	17770	8-A	29	140	7.8	60.1	123	1968	175/4200	-	280/1750	-	1495	1700
D	Coupé S line 2.0 TDI quattro	-	2	35715	17858	6-M	28	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1535	1600
D	Coupé S line 2.0 TDI quattro Auto	-	2	37195	18598	7-A	28	140	7.8	53.3	139	1968	175/4200	-	280/1750	-	1575	1700
D	Coupé S line 3.0 TDI Auto	-	2	37660	18830	8-A	30	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1565	1700
D	Coupé S line 3.0 TDI quattro Auto	300	2	41185	20593	7-A	35	155	5.8	49.6	149	2967	242/4000	-	369/1400	-	1640	1900
D	Coupé Black Edition Plus 2.0 TDI	-	2	35560	17780	6-M	tba	143	8.2	61.4	120	1968	175/4200	-	280/1750	-	1470	1600
D	Coupé Black Edition Plus 2.0 TDI Auto	-	2	37215	18608	8-A	tba	140	7.8	60.1	123	1968	175/4200	-	280/1750	-	1495	1700
D	Coupé Black Edition Plus 2.0 TDI quattro	-	2	37040	18520	6-M	tba	142	7.8	55.4	134	1968	175/4200	-	280/1750	-	1535	1600
D	Coupé Black Edition Plus 2.0 TDI quattro Auto	-	2	38695	19348	7-A	tba	140	7.8	53.3	139	1968	175/4200	-	280/1750	-	1575	1700
D	Coupé Black Edition Plus 3.0 TDI Auto	-	2	39160	19580	8-A	tba	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1565	1700
D	Coupé Black Edition Plus 3.0 TDI quattro Auto	-	2	42685	21343	7-A	tba	155	5.8	49.6	149	2967	242/4000	-	369/1400	-	1640	1900
D	Sportback 2.0 TDI ultra	-	5	28545	15985	6-M	tba	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
D	Sportback 2.0 TDI Auto	-	5	30100	16856	8-A	23	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
D	Sportback 2.0 TDI	-	5	29050	16268	6-M	27	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
D	Sportback 2.0 TDI Auto	-	5	30530	17097	8-A	27	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
D	Sportback SE 2.0 TDI ultra	-	5	30315	16976	6-M	tba	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
D	Sportback SE 2.0 TDI Auto	-	5	31870	17847	8-A	23	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
D	Sportback SE 2.0 TDI	-	5	30820	17259	6-M	27	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
D	Sportback SE 2.0 TDI Auto	-	5	32300	18088	8-A	27	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
D	Sportback SE 2.0 TDI quattro	-	5	32475	18186	6-M	27	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
D	Sportback SE 2.0 TDI quattro Auto	-	5	33955	19015	7-A	27	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
D	Sportback SE Technik 2.0 TDI ultra	-	5	31665	17732	6-M	tba	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
D	Sportback SE Technik 2.0 TDI Auto	-	5	33220	18603	8-A	23	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
D	Sportback SE Technik 2.0 TDI	314	5	32170	18015	6-M	28	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	33650	18844	8-A	28	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
D	Sportback SE Technik 2.0 TDI quattro	-	5	33825	18942	6-M	27	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
D	Sportback SE Technik 2.0 TDI quattro Auto	-	5	35305	19771	7-A	27	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
D	Sportback S line 2.0 TDI ultra	-	5	33305	18651	6-M	tba	132	9.5	67.3	109	1968	134/4200	-	236/1500	-	1580	1300
D	Sportback S line 2.0 TDI Auto	-	5	34860	19522	8-A	24	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
D	Sportback S line 2.0 TDI	-	5	33810	18934	6-M	28	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
D	Sportback S line 2.0 TDI Auto	-	5	35290	19762	8-A	28	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
D	Sportback S line 2.0 TDI quattro	-	5	35465	19860	6-M	28	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
D	Sportback S line 2.0 TDI quattro Auto	-	5	36945	20689	7-A	28	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
D	Sportback S line 3.0 TDI Auto	-	5	37410	17957	8-A	30	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1620	1700
D	Sportback S line 3.0 TDI quattro Auto	-	5	40935	18830	7-A	34	155	5.9	49.6	149	2967	242/4000	-	369/1400	-	1695	1900
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	36360	20362	8-A	tba	127	9.4	58.9	127	1968	148/4200	-	236/1750	-	1540	1700
D	Sportback Black Edition Plus 2.0 TDI	-	5	35310	19774	6-M	tba	142	8.5	61.4	120	1968	175/4200	-	280/1750	-	1515	1600
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	36790	20602	8-A	tba	140	7.9	58.9	127	1968	175/4200	-	280/1750	-	1540	1700
D	Sportback Black Edition Plus 2.0 TDI quattro	-	5	36965	20700	6-M	tba	139	8.2	55.4	134	1968	175/4200	-	280/1750	-	1585	1600
D	Sportback Black Edition Plus 2.0 TDI quattro Auto	-	5	38445	21529	7-A	tba	138	7.9	53.3	139	1968	175/4200	-	280/1750	-	1625	1600
D	Sportback Black Edition Plus 3.0 TDI Auto	-	5	38910	18677	8-A	tba	146	7.1	57.6	129	2967	201/3500	-	295/1250	-	1620	1700
D	Sportback Black Edition Plus 3.0 TDI quattro Auto	-	5	42435	19520	7-A	tba	155	5.9	49.6	149	2967	242/4000	-	369/1400	-	1695	1900
D	Cabriolet SE 2.0 TDI	-	2	34145	17073	6-M	27	130	10.2	60.1	124	1968	148/4200	-	236/1750	-	1655	1600
D	Cabriolet SE 2.0 TDI	-	2	34575	17288	6-M	30	138	8.8	57.6	127	1968	175/4200	-	280/1750	-	1655	1600
D	Cabriolet SE 2.0 TDI Auto	-	2	36185	18093	8-A	30	137	8.3	56.5	132	1968	175/4200	-	280/1750	-	1680	1700
D	Cabriolet S line 2.0 TDI	-	2	37395	18698	6-M	27	130	10.2	60.1	124	1968	148/4200	-	236/1750	-	1655	1600
D	Cabriolet S line 2.0 TDI	-	2	37825	18913	6-M	30	138	8.8	57.6	127	1968	175/4200	-	280/1750	-	1655	1600
D	Cabriolet S line 2.0 TDI Auto	-	2	39435	19718	8-A	30	137	8.3	56.5	132	1968	175/4200	-	280/1750	-	1680	1700
D	Cabriolet S line 3.0 TDI Auto	-	2	41555	19946	8-A	33	143	7.6	54.3	138	2967	201/3500	-	295/1250	-	1760	1900
D	Cabriolet S line 3.0 TDI quattro Auto	-	2	44985	21593	7-A	39	155	6.3	47.9	154	2967	242/4000	-	369/1400	-	1845	1900
D	Cabriolet S line Special Edition Plus 2.0 TDI	-	2	38895	19448	6-M	27	130	10.2	60.1	124	1968	148/4200	-	236/1750	-	1655	1600
D	Cabriolet S line Special Edition Plus 2.0 TDI	-	2	39325	19663	6-M	30	138	8.8	57.6	127	1968	175/4200	-	280/1750	-	1655	1600
D	Cabriolet S line Special Edition Plus 2.0 TDI Auto	-	2	40935	20468	8-A	30	137	8.3	56.5	132	1968	175/4200	-	280/1750	-	1680	1700
D	Cabriolet S line Special Edition Plus 3.0 TDI Auto	-	2	43055	20666	8-A	34	143	7.6	54.3	138	2967	201/3500	-	295/1250	-	1760	1900
D	Cabriolet S line Special Edition Plus 3.0 TDI quattro Auto	-	2	46485	22313	7-A	40	155	6.3	47.9	154	2967	242/4000	-	369/1400	-	1845	1900

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

New A6

Rating ★★★★☆

Impressively refined, with a roomy cabin, and available with clean and frugal, yet powerful engines.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI ultra	-	4	31955	15338	6-M	tba	144	8.4	65.7	113	1968	187/3800	-	295/1750	-	1625	1800
D	SE 2.0 TDI ultra Auto	-	4	33485	16073	7-A	tba	144	8.2	67.3	109	1968	187/3800	-	295/1750	-	1660	1800
D	SE 3.0 TDI Auto	-	4	38095	16000	7-A	tba	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
D	SE 3.0 TDI quattro Auto	-	4	39855	16739	7-A	tba	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
D	SE 3.0 TDI quattro Auto	-	4	41415	17394	7-A	tba	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
D	SE 3.0 BiTDI quattro Auto	-	4	46125	17528	8-A	tba	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
D	S line 2.0 TDI ultra	-	4	34405	16514	6-M	tba	144	8.4	64.2	114	1968	187/3800	-	295/1750	-	1625	1800
D	S line 2.0 TDI ultra Auto	-	4	35935	17249	7-A	tba	144	8.2	67.3	110	1968	187/3800	-	295/1750	-	1660	1800
D	S line 3.0 TDI Auto	-	4	40545	17029	7-A	tba	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
D	S line 3.0 TDI quattro Auto	-	4	42305	17768	7-A	tba	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
D	S line 3.0 TDI quattro Auto	-	4	43865	18423	7-A	tba	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
D	S line 3.0 BiTDI quattro Auto	-	4	48575	18459	8-A	tba	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
D	Black Edition 2.0 TDI ultra	-	4	36580	17558	6-M	tba	144	8.4	62.8	119	1968	187/3800	-	295/1750	-	1625	1800
D	Black Edition 2.0 TDI ultra Auto	-	4	38110	18293	7-A	tba	144	8.2	64.2	116	1968	187/3800	-	295/1750	-	1660	1800
D	Black Edition 3.0 TDI Auto	-	4	42720	17942	7-A	tba	152	7.1	57.6	127	2967	215/4000	-	295/1250	-	1695	2000
D	Black Edition 3.0 TDI quattro Auto	-	4	44480	18682	7-A	tba	152	6.6	54.3	138	2967	215/3250	-	369/1250	-	1765	2000
D	Black Edition 3.0 TDI quattro Auto	-	4	46040	19337	7-A	tba	155	5.5	54.3	138	2967	268/3500	-	428/1500	-	1770	2000
D	Black Edition 3.0 BiTDI quattro Auto	-	4	50750	19285	8-A	tba	155	5.0	45.6	164	2967	316/3900	-	479/1400	-	1835	2100
D	Avant SE 2.0 TDI ultra	-	5	33955	16298	6-M	tba	140	8.7	62.8	118	1968	187/3800	-	295/1750	-	1690	1800
D	Avant SE 2.0 TDI ultra Auto	-	5	35485	17033	7-A	tba	140	8.5	64.2	114	1968	187/3800	-	295/1750	-	1725	1800
D	Avant SE 3.0 TDI Auto	-	5	40095	16840	7-A	tba	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
D	Avant SE 3.0 TDI quattro Auto	-	5	41855	16742	7-A	tba	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
D	Avant SE 3.0 TDI quattro Auto	-	5	43415	18234	7-A	tba	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
D	Avant SE 3.0 BiTDI quattro Auto	-	5	48125	19250	8-A	tba	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
D	Avant S line 2.0 TDI ultra	-	5	36405	17474	6-M	tba	140	8.7	61.4	119	1968	187/3800	-	295/1750	-	1690	1800
D	Avant S line 2.0 TDI ultra Auto	-	5	37935	18209	7-A	tba	140	8.5	64.2	115	1968	187/3800	-	295/1750	-	1725	1800
D	Avant S line 3.0 TDI Auto	-	5	42545	17869	7-A	tba	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
D	Avant S line 3.0 TDI quattro Auto	-	5	44305	17722	7-A	tba	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
D	Avant S line 3.0 TDI quattro Auto	-	5	45865	19263	7-A	tba	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
D	Avant S line 3.0 BiTDI quattro Auto	-	5	50575	20230	8-A	tba	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
D	Avant Black Edition 2.0 TDI ultra	-	5	38580	18518	6-M	tba	140	8.7	60.1	124	1968	187/3800	-	295/1750	-	1690	1800
D	Avant Black Edition 2.0 TDI ultra Auto	-	5	40110	19253	7-A	tba	140	8.5	61.4	121	1968	187/3800	-	295/1750	-	1725	1800
D	Avant Black Edition 3.0 TDI Auto	-	5	44720	18782	7-A	tba	145	7.3	56.5	130	2967	215/4000	-	295/1250	-	1760	2000
D	Avant Black Edition 3.0 TDI quattro Auto	-	5	46495	18598	7-A	tba	145	6.8	52.3	144	2967	215/3250	-	369/1250	-	1830	2000
D	Avant Black Edition 3.0 TDI quattro Auto	-	5	48055	20183	7-A	tba	155	5.7	52.3	144	2967	268/3500	-	428/1500	-	1835	2000
D	Avant Black Edition 3.0 BiTDI quattro Auto	-	5	52860	21144	8-A	tba	155	5.2	44.1	169	2967	316/3900	-	479/1400	-	1900	2100
D	allroad 3.0 TDI quattro Auto	-	5	45255	21722	7-A	tba	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
D	allroad 3.0 TDI quattro Auto	-	5	46815	22471	7-A	tba	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
D	allroad 3.0 BiTDI quattro Auto	-	5	51620	24778	8-A	tba	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500

LONG TERM TEST

New A7

Rating ★★★★½

Audi's entry ticket to the Panamera party. It's great to drive, exquisitely built and suitably luxurious.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE Executive 3.0 TDI ultra Auto	-	5	45875	23855	7-A	37	149	7.3	60.1	122	2967	215/4000	-	295/1250	-	1755	2000
D	SE Executive 3.0 TDI quattro Auto	-	5	47630	23815	7-A	41	149	6.8	54.3	136	2967	215/3250	-	369/1250	-	1825	2000
D	SE Executive 3.0 TDI quattro Auto	-	5	50215	25108	7-A	43	155	5.7	54.3	136	2967	268/3500	-	428/1500	-	1830	2000
D	S line 3.0 TDI ultra Auto	-	5	48665	25306	7-A	38	149	7.3	60.1	122	2967	215/4000	-	295/1250	-	1755	2000
D	S line 3.0 TDI quattro Auto	-	5	50425	25213	7-A	41	149	6.8	54.3	136	2967	215/3250	-	369/1250	-	1825	2000
D	S line 3.0 TDI quattro Auto	-	5	53005	26503	7-A	43	155	5.7	54.3	136	2967	268/3500	-	428/1500	-	1830	2000
D	S line 3.0 BiTDI quattro Auto	-	5	56575	28288	8-A	45	155	5.2	46.3	162	2967	316/3900	-	479/1400	-	1895	2100
D	Black Edition 3.0 TDI quattro Auto	-	5	52775	26388	7-A	42	149	6.8	54.3	136	2967	215/3250	-	369/1250	-	1825	2000
D	Black Edition 3.0 TDI quattro Auto	-	5	55355	27678	7-A	44	155	5.7	54.3	136	2967	268/3500	-	428/1500	-	1830	2000
D	Black Edition 3.0 BiTDI quattro Auto	-	5	58925	29463	8-A	45	155	5.2	46.3	162	2967	316/3900	-	479/1400	-	1895	2100

A8

Rating ★★★★☆

Now even more refined, with exquisite attention to detail, great driving manners and exceptionally high comfort levels.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 3.0 TDI quattro Auto	-	4	59580	25024	8-A	46	155	5.9	47.9	155	2967	255/4000	-	428/1750	-	1880	2200
D	SE Executive 3.0 TDI quattro Auto	-	4	62185	26118	8-A	46	155	5.9	47.9	155	2967	255/4000	-	428/1750	-	1880	2200
D	SE Executive 4.2 TDI quattro Auto	-	4	72790	29116	8-A	50	155	4.7	38.2	194	4134	380/3750	-	627/2000	-	2040	2300
D	Sport Executive 3.0 TDI quattro Auto	-	4	65785	27630	8-A	46	155	5.9	47.9	155	2967	255/4000	-	428/1750	-	1880	2200
D	Sport Executive 4.2 TDI quattro Auto	-	4	76390	30556	8-A	50	155	4.7	38.2	194	4134	380/3750	-	627/2000	-	2040	2300
PE	hybrid 2.0 TFSI Auto	-	4	64280	24426	8-A	42	146	7.7	45.6	144	1984	242/4200	54	258/1500	155	1870	0
D	L SE 3.0 TDI quattro Auto	324	4	63545	26689	8-A	46	155	6.1	47.1	158	2967	255/4000	-	428/1750	-	1935	2200
D	L SE Executive 3.0 TDI quattro Auto	-	4	66150	27783	8-A	46	155	6.1	47.1	158	2967	255/4000	-	428/1750	-	1935	2200
D	L SE Executive 4.2 TDI quattro Auto	-	4	76755	30702	8-A	50	155	4.9	37.7	197	4134	380/3750	-	627/2000	-	2095	2300
D	L Sport Executive 3.0 TDI quattro Auto	-	4	69750	29295	8-A	47	155	6.1	47.1	158	2967	255/4000	-	428/1750	-	1935	2200
D	L Sport Executive 4.2 TDI quattro Auto	-	4	80355	32142	8-A	50	155	4.9	37.7	197	4134	380/3750	-	627/2000	-	2095	2300
PE	L hybrid 2.0 TFSI Auto	-	4	68245	25933	8-A	43	142	7.9	44.8	146	1984	242/4200	54	258/1500	155	1920	0

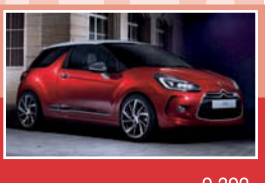
New TT

Rating ★★★★½

Even more sensational than before. It's frugal, fast and technically a tour de force. It's the best TT yet.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport 2.0 TDI ultra	333	3	29770	14885	6-M	34	150	7.1	67.3	110	1968	181/3500	-	280/1750	-	1265	0
D	S line 2.0 TDI ultra	-	3	32320	16160	6-M	35	150	7.1	67.3	110	1968	181/3500	-	280/1750	-	1265	0
D	Roadster Sport 2.0 TDI ultra	-	2	31955	15978	6-M	tba	147	7.3	65.7	114	1968	181/3500	-	280/1750	-	1360	0
D	Roadster S line 2.0 TDI ultra	-	2	34505	17253	6-M	tba	147	7.3	65.7	114	1968	181/3500	-	280/1750	-	1360	0

CHART TOPPERS



BEST SELLING DIESEL THREE-DOOR HATCHBACKS IN 2014

1	Citroën DS 3	9,392
2	MINI Hatch	6,795
3	Audi A3	4,286
4	Audi A1	3,775
5	BMW 1 Series	3,748

New Q3

Rating ★★★★☆

Audi's baby SUV now had bolder looks, decent kit, superb refinement and quality to match.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI	-	5	26880	15053	6-M	tba	126	9.6	61.4	119	1968	148/3500	-	251/1750	-	1485	1800
D	SE 2.0 TDI quattro	-	5	28440	15358	6-M	tba	126	9.3	56.5	131	1968	148/3500	-	251/1750	-	1570	1800
D	SE 2.0 TDI quattro Auto	-	5	30020	16211	7-A	tba	126	9.3	55.4	134	1968	148/4000	-	251/1750	-	1605	2000
D	SE 2.0 TDI quattro	-	5	29240	15790	6-M	tba	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1605	2000
D	SE 2.0 TDI quattro Auto	-	5	30820	16643	7-A	tba	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1625	2000
D	S line 2.0 TDI	-	5	29430	16481	6-M	tba	126	9.6	60.1	122	1968	148/3500	-	251/1750	-	1485	1800
D	S line 2.0 TDI quattro	-	5	30990	16735	6-M	tba	126	9.3	55.4	134	1968	148/3500	-	251/1750	-	1570	1800
D	S line 2.0 TDI quattro Auto	-	5	32570	17588	7-A	tba	126	9.3	54.3	137	1968	148/4000	-	251/1750	-	1605	2000
D	S line 2.0 TDI quattro	-	5	31805	17175	6-M	tba	136	7.9	51.4	143	1968	181/3500	-	280/1800	-	1605	2000
D	S line 2.0 TDI quattro Auto	-	5	33385	18028	7-A	tba	136	7.9	52.3	141	1968	181/3500	-	280/1800	-	1625	2000
D	S line Plus 2.0 TDI quattro	-	5	33340	18004	6-M	tba	126	9.3	52.3	140	1968	148/3500	-	251/1750	-	1570	1800
D	S line Plus 2.0 TDI quattro Auto	-	5	34935	18865	7-A	tba	126	9.3	51.4	144	1968	148/4000	-	251/1750	-	1605	2000
D	S line Plus 2.0 TDI quattro	-	5	34155	18444	6-M	tba	136	7.9	49.6	148	1968	181/3500	-	280/1800	-	1605	2000
D	S line Plus 2.0 TDI quattro Auto	-	5	35735	19297	7-A	tba	136	7.9	50.4	146	1968	181/3500	-	280/1800	-	1625	2000

Q5

Rating ★★★★☆

Now more comfortable and refined, with decent equipment levels. It's not bad to drive either.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI quattro	-	5	31635	17716	6-M	21	118	10.8	47.9	154	1968	148/4200	-	236/1750	-	1755	1800
D	SE 2.0 TDI quattro	-	5	32610	18914	6-M	24	127	9.0	47.9	154	1968	175/4200	-	280/1750	-	1755	2000
D	SE 2.0 TDI quattro Auto	-	5	34160	19813	7-A	24	124	9.0	47.1	159	1968	175/4200	-	280/1750	-	1820	2000
D	SE 3.0 TDI quattro Auto	-	5	38370	19952	7-A	33	140	6.5	44.1	169	2967	242/4000	-	428/1400	-	1860	2400
D	S line 2.0 TDI quattro	-	5	34035	19060	6-M	21	118	10.8	47.9	154	1968	148/4200	-	236/1750	-	1755	1800
D	S line 2.0 TDI quattro	-	5	35010	20306	6-M	25	127	9.0	47.9	154	1968	175/4200	-	280/1750	-	1755	2000
D	S line 2.0 TDI quattro Auto	-	5	36560	21205	7-A	25	124	9.0	47.1	159	1968	175/4200	-	280/1750	-	1820	2000
D	S line 3.0 TDI quattro Auto	-	5	40770	21200	7-A	34	140	6.5	44.1	169	2967	242/4000	-	428/1400	-	1860	2400
D	S line Plus 2.0 TDI quattro	-	5	36535	20460	6-M	22	118	10.8	47.9	154	1968	148/4200	-	236/1750	-	1755	1800
D	S line Plus 2.0 TDI quattro	-	5	37510	21756	6-M	25	127	9.0	47.9	154	1968	175/4200	-	280/1750	-	1755	2000
D	S line Plus 2.0 TDI quattro Auto	-	5	39060	22655	7-A	25	124	9.0	47.1	159	1968	175/4200	-	280/1750	-	1820	2000
D	S line Plus 3.0 TDI quattro Auto	-	5	43270	22500	7-A	34	140	6.5	44.1	169	2967	242/4000	-	428/1400	-	1860	2400
D	SQ5 3.0 BiTDI quattro Auto	312	5	44715	23252	8-A	41	155	5.1	41.5	179	2967	309/3900	-	479/1450	-	1920	2400

Q7

Rating ★★★★☆

It makes a huge statement, both in stature and image. There's loads of space and it's impressively refined.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S line 3.0 TDI quattro Auto	-	5	46655	20528	8-A	36	127	9.1	39.2	189	2967	201/3200	-	332/1250	-	2300	3200
D	S line 3.0 TDI quattro Auto	-	5	48085	22119	8-A	40	135	7.8	38.2	195	2967	242/3800	-	406/1750	-	2300	3200
D	S line 4.2 TDI quattro Auto	-	5	57720	23088	8-A	45	150	6.4	30.7	242	4134	335/4000	-	590/1750	-	2440	3200
D	S line Plus 3.0 TDI quattro Auto	-	5	51155	22508	8-A	37	127	9.1	39.2	189	2967	201/3200	-	332/1250	-	2300	3200
D	S line Plus 3.0 TDI quattro Auto	-	5	52585	24189	8-A	41	135	7.8	38.2	195	2967	242/3800	-	406/1750	-	2300	3200
D	S line Plus 4.2 TDI quattro Auto	-	5	62220	24888	8-A	46	150	6.4	30.7	242	4134	335/4000	-	590/1750	-	2440	3200
D	S line Style Edition 3.0 TDI quattro Auto	-	5	54085	24879	8-A	41	135	7.8	38.2	195	2967	242/3800	-	406/1750	-	2300	3200
D	S line Style Edition 4.2 TDI quattro Auto	-	5	63720	25488	8-A	41	150	6.4	30.7	242	4134	335/4000	-	590/1750	-	2440	3200
D	S line Sport Edition 3.0 TDI quattro Auto	-	5	55585	25569	8-A	47	135	7.8	38.2	195	2967	242/3800	-	406/1750	-	2300	3200
D	S line Sport Edition 4.2 TDI quattro Auto	-	5	65220	26088	8-A	47	150	6.4	30.7	242	4134	335/4000	-	590/1750	-	2440	3200

BMW

UK dealers: 147 (i Dealers 47) **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles

1 Series

Rating ★★★★☆

A fresh formula for BMW's starter of the range. There's more space, extra equipment and economical engines.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	114d ES	-	3	19410	10870	6-M	15	115	12.2	68.9	109	1598	94/4000	-	173/1500	-	1390	0
D	114d SE	-	3	19980	11189	6-M	15	115	12.2	68.9	109	1598	94/4000	-	173/1500	-	1390	0
D	114d Sport	-	3	20980	11749	6-M	16	115	12.2	65.7	112	1598	94/4000	-	173/1500	-	1390	0
D	116d EfficientDynamics	-	3	20830	10415	6-M	15	121	10.5	74.3	99	1598	114/4000	-	192/1750	-	1390	0
D	116d SE	-	3	20830	10415	6-M	15	124	10.3	68.9	109	1995	114/4000	-	192/1750	-	1390	1200
D	116d SE Auto	-	3	22380	11190	8-A	15	124	10.7	68.9	109	1995	114/4000	-	192/1750	-	1420	1200
D	116d Sport	-	3	21830	10915	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1390	1200
D	116d Sport Auto	-	3	23380	11690	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1420	1200
D	116d Urban	-	3	21830	10915	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1390	1200
D	116d Urban Auto	-	3	23380	11690	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1420	1200
D	116d M Sport	-	3	23275	11638	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1390	1200
D	116d M Sport Auto	-	3	24825	12413	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1420	1200
D	118d SE	-	3	21975	10988	6--M	19	132	8.9	68.9	109	1995	141/4000	-	236/1750	-	1395	1200
D	118d SE Auto	-	3	23525	11763	8-A	19	132	8.9	67.3	110	1995	141/4000	-	236/1750	-	1420	1200
D	118d Sport	-	3	22975	11488	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200
D	118d Sport Auto	-	3	24525	12263	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1420	1200
D	118d Urban	-	3	22975	11488	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200
D	118d Urban Auto	-	3	24525	12263	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1420	1200
D	118d M Sport	305	3	24420	12210	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200
D	118d M Sport Auto	-	3	25970	12985	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1420	1200
D	120d SE (Euro 5)	-	3	23425	11713	6-M	24	142	7.2	65.7	114	1995	181/4000	-	280/1750	-	1425	1200
D	120d SE (Euro 5) Auto	-	3	24975	12488	8-A	24	142	7.3	67.3	110	1995	181/4000	-	280/1750	-	1445	1200
D	120d SE (Euro 6)	-	3	24420	12210	6-M	24	142	7.2	61.4	122	1995	181/4000	-	280/1750	-	1425	1200
D	120d SE (Euro 6) Auto	-	3	25970	12985	8-A	24	142	7.3	62.8	118	1995	181/4000	-	280/1750	-	1445	1200
D	120d Sport (Euro 5)	-	3	24425	12213	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1425	1200
D	120d Sport (Euro 5) Auto	-	3	25975	12988	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1445	1200
D	120d Sport (Euro 6)	-	3	25420	12710	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1425	1200
D	120d Sport (Euro 6) Auto	-	3	26970	13485	8-A	24	142	7.3	61.4	121	1995	181/4000	-	280/1750	-	1445	1200
D	120d M Sport (Euro 5)	-	3	25870	12935	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1425	1200
D	120d M Sport (Euro 5) Auto	-	3	27420	13710	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1445	1200
D	120d M Sport (Euro 6)	-	3	26865	13433	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1425	1200
D	120d M Sport (Euro 6) Auto	-	3	28415	14208	8-A	24	142	7.3	61.4	121	1995	181/4000	-	280/1750	-	1445	1200
D	125d M Sport	-	3	27765	14438	6-M	31	149	6.5	57.6	128	1995	215/4400	-	332/1500	-	1470	1200
D	125d M Sport Auto	-	3	29315	15244	8-A	31	149	6.5	60.1	124	1995	215/4400	-	332/1500	-	1485	1200
D	114d ES	-	5	19940	10768	6-M	15	115	12.2	68.9	109	1598	94/4000	-	173/1500	-	1395	0
D	114d SE	-	5	20510	11075	6-M	15	115	12.2	68.9	109	1598	94/4000	-	173/1500	-	1395	0
D	114d Sport	-	5	21510	11615	6-M	16	115	12.2	65.7	112	1598	94/4000	-	173/1500	-	1395	0
D	116d EfficientDynamics	304	5	21360	11107	6-M	15	121	10.5	74.3	99	1598	114/4000	-	192/1750	-	1395	0
D	116d EfficientDynamics Business	-	5	22760	11835	6-M	15	121	10.5	74.3	99	1598	114/4000	-	192/1750	-	1395	0
D	116d SE	-	5	21360	10680	6-M	15	124	10.3	68.9	109	1995	114/4000	-	192/1750	-	1395	1200
D	116d SE Auto	-	5	22910	11455	8-A	15	124	10.7	68.9	109	1995	114/4000	-	192/1750	-	1425	1200
D	116d Sport	-	5	22360	11180	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1395	1200
D	116d Sport Auto	-	5	23910	11955	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1425	1200
D	116d Urban	-	5	22360	11180	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1395	1200
D	116d Urban Auto	-	5	23910	11955	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1425	1200
D	116d M Sport	-	5	23805	11903	6-M	16	124	10.3	65.7	114	1995	114/4000	-	192/1750	-	1395	1200
D	116d M Sport Auto	-	5	25355	12678	8-A	16	124	10.7	64.2	115	1995	114/4000	-	192/1750	-	1425	1200
D	118d SE	295	5	22505	11253	6-M	19	132	8.9	68.9	109	1995	141/4000	-	236/1750	-	1395	1200
D	118d SE Auto	-	5	24055	12028	8-A	19	132	8.9	67.3	110	1995	141/4000	-	236/1750	-	1425	1200
D	118d Sport	-	5	23505	11753	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200
D	118d Sport Auto	-	5	25055	12528	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1425	1200
D	118d Urban	-	5	23505	11753	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200
D	118d Urban Auto	-	5	25055	12528	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1425	1200
D	118d M Sport	-	5	24950	12475	6-M	20	132	8.9	64.2	115	1995	141/4000	-	236/1750	-	1395	1200
D	118d M Sport Auto	-	5	26500	13250	8-A	20	132	8.9	64.2	116	1995	141/4000	-	236/1750	-	1425	1200
D	120d SE (Euro 5)	-	5	23955	11978	6-M	24	142	7.2	65.7	114	1995	181/4000	-	280/1750	-	1430	1200
D	120d SE (Euro 5) Auto	-	5	25505	12753	8-A	24	142	7.3	67.3	110	1995	181/4000	-	280/1750	-	1450	1200
D	120d SE (Euro 6)	-	5	24950	12475	6-M	24	142	7.2	61.4	122	1995	181/4000	-	280/1750	-	1430	1200
D	120d SE (Euro 6) Auto	-	5	26500	13250	8-A	24	142	7.3	62.8	118	1995	181/4000	-	280/1750	-	1450	1200
D	120d Sport (Euro 5)	-	5	24955	12478	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1430	1200
D	120d Sport (Euro 5) Auto	-	5	26505	13253	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1450	1200
D	120d Sport (Euro 6)	-	5	25950	12975	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1430	1200
D	120d Sport (Euro 6) Auto	-	5	27500	13750	8-A	24	142	7.3	61.4	121	1995	181/4000	-	280/1750	-	1450	1200
D	120d M Sport (Euro 5)	-	5	26400	13200	6-M	24	142	7.2	62.8	119	1995	181/4000	-	280/1750	-	1430	1200
D	120d M Sport (Euro 5) Auto	-	5	27950	13975	8-A	24	142	7.3	64.2	116	1995	181/4000	-	280/1750	-	1450	1200
D	120d M Sport (Euro 6)	-	5	27395	13698	6-M	24	142	7.2	60.1	124	1995	181/4000	-	280/1750	-	1430	1200
D	120d M Sport (Euro 6) Auto	-	5	28945	14473	8-A	24	142	7.3	61.4	121	1995	181/4000	-	280/1750	-	1450	1200
D	120d xDrive SE	-	5	25455	12218	6-M	23	140	7.2	60.1	123	1995	181/4000	-	280/1750	-	1500	1200
D	120d xDrive Sport	-	5	26455	12698	6-M	24	140	7.2	58.9	126	1995	181/4000	-	280/1750	-	1500	1200
D	120d xDrive M Sport	-	5	27900	13392	6-M	24	140	7.2	58.9	126	1995	181/4000	-	280/1750	-	1500	1200
D	125d M Sport	-	5	28295	14713	6-M	31	149	6.5	57.6	128	1995	215/4400	-	332/1500	-	1465	1200
D	125d M Sport Auto	302	5	29845	15519	8-A	31	149	6.5	60.1	124	1995	215/4400	-	332/1500	-	1480	1200

2 Series

Rating ★★★★☆

The 2 Series becomes a family, including coupé and MPV. Fantastic to drive, if not the last word in practicality.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	218d SE Coupé	-	2	24415	12696	6-M	20	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1430	1200
D	218d SE Coupé Auto	-	2	25965	13502	8-A	20	132	8.6	64.2	117	1995	141/4000	-	236/1750	-	1450	1200
D	218d Sport Coupé	-	2	25415	13216	6-M	20	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1430	1200
D	218d Sport Coupé Auto	-	2	26965	14022	8-A	20	132	8.6	64.2	117	1995	141/4000	-	236/1750	-	1450	1200
D	218d M Sport Coupé	322	2	26765	13918	6-M	21	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1430	1200
D	218d M Sport Coupé Auto	-	2	28315	14724	8-A	21	132	8.6	64.2	117	1995	141/4000	-	236/1750	-	1450	1200
D	220d Sport Coupé	-	2	27015	13508	6-M	26	143	7.1	64.2	115	1995	188/tba	-	295/tba	-	tba	tba
D	220d Sport Coupé Auto	-	2	28565	14283	8-A	26	143	7.0	68.9	107	1995	188/tba	-	295/tba	-	tba	tba
D	220d M Sport Coupé	-	2	28365	14183	6-M	27	143	7.1	64.2	115	1995	188/tba	-	295/tba	-	tba	tba
D	220d M Sport Coupé Auto	-	2	29915	14958	8-A	27	143	7.0	68.9	107	1995	188/tba	-	295/tba	-	tba	tba
D	225d M Sport Coupé Auto	-	2	32250	16125	8-A	33	150	6.3	60.1	124	1995	215/4400	-	332/1500	-	1495	1200
D	220d Sport Convertible	-	2	29965	14983	6-M	27	140	7.5	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D	220d Sport Convertible Auto	-	2	31515	15758	8-A	27	140	7.4	64.2	116	1995	188/tba	-	295/tba	-	tba	tba
D	220d Luxury Convertible	-	2	30965	15483	6-M	27	140	7.5	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D	220d Luxury Convertible Auto	-	2	32515	16258	8-A	27	140	7.4	64.2	116	1995	188/tba	-	295/tba	-	tba	tba
D	220d M Sport Convertible	-	2	31315	15658	6-M	27	140	7.5	60.1	124	1995	188/tba	-	295/tba	-	tba	tba

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	220d M Sport Convertible Auto	-	2	32865	16433	8-A	27	140	7.4	64.2	116	1995	188/tba	-	295/tba	-	tba	tba
D	216d SE Active Tourer	-	5	23060	tba	6-M	tba	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d Sport Active Tourer	-	5	24310	tba	6-M	tba	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d Luxury Active Tourer	-	5	25060	tba	6-M	tba	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d M Sport Active Tourer	-	5	26060	tba	6-M	tba	121	10.6	72.4	104	1496	114/4000	-	199/1750	-	1440	1300
D	218d SE Active Tourer	-	5	24205	tba	6-M	tba	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d SE Active Tourer Auto	-	5	25755	tba	8-A	tba	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d Sport Active Tourer	-	5	25455	tba	6-M	tba	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d Sport Active Tourer Auto	-	5	27005	tba	8-A	tba	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d Luxury Active Tourer	-	5	26205	tba	6-M	tba	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d Luxury Active Tourer Auto	333	5	27755	tba	8-A	tba	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d M Sport Active Tourer	-	5	27205	tba	6-M	tba	129	8.9	65.7	114	1995	148/4000	-	243/1750	-	1450	1300
D	218d M Sport Active Tourer Auto	-	5	28755	tba	8-A	tba	130	8.9	65.7	114	1995	148/4000	-	243/1750	-	1485	1300
D	220d Sport Active Tourer	-	5	26905	tba	6-M	tba	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D	220d Sport Active Tourer Auto	-	5	28455	tba	8-A	tba	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D	220d Luxury Active Tourer	-	5	27655	tba	6-M	tba	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D	220d Luxury Active Tourer Auto	-	5	29205	tba	8-A	tba	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D	220d M Sport Active Tourer	-	5	28655	tba	6-M	tba	141	7.6	62.8	119	1995	188/4000	-	295/1750	-	1480	1500
D	220d M Sport Active Tourer Auto	-	5	30205	tba	8-A	tba	140	7.5	64.2	116	1995	188/4000	-	295/1750	-	1505	1500
D	220d xDrive Sport Active Tourer Auto	-	5	29955	tba	8-A	tba	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D	220d xDrive Luxury Active Tourer Auto	-	5	30705	tba	8-A	tba	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D	220d xDrive M Sport Active Tourer Auto	-	5	31705	tba	8-A	tba	139	7.3	58.9	127	1995	188/4000	-	295/1750	-	1585	1500

3 Series

Rating ★★★★★

Best 3 yet, the new model is leaner, cleaner and greener, as well as more spacious. Common, but still classy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	316d ES	-	4	26275	11036	6-M	20	126	10.9	62.8	118	1995	114/4000	-	192/1750	-	1485	1600
D	316d ES Auto	-	4	27825	11687	8-A	20	126	10.8	64.2	117	1995	114/4000	-	192/1750	-	1505	1600
D	316d SE	-	4	27125	11393	6-M	20	126	10.9	62.8	118	1995	114/4000	-	192/1750	-	1485	1600
D	316d SE Auto	-	4	28675	12044	8-A	20	126	10.8	64.2	117	1995	114/4000	-	192/1750	-	1505	1600
D	316d Sport	-	4	27425	11519	6-M	20	126	10.9	62.8	118	1995	114/4000	-	192/1750	-	1485	1600
D	316d Sport Auto	-	4	28975	12170	8-A	20	126	10.8	64.2	117	1995	114/4000	-	192/1750	-	1505	1600
D	318d SE	-	4	28375	11918	6-M	24	132	9.0	62.8	118	1995	141/4000	-	236/1750	-	1485	1600
D	318d SE Auto	-	4	29925	12569	8-A	24	132	8.9	62.8	118	1995	141/4000	-	236/1750	-	1505	1600
D	318d Sport	-	4	28675	12044	6-M	24	132	9.0	62.8	118	1995	141/4000	-	236/1750	-	1485	1600
D	318d Sport Auto	-	4	30225	12695	8-A	24	132	8.9	62.8	118	1995	141/4000	-	236/1750	-	1505	1600
D	318d Luxury	-	4	30875	12968	6-M	25	132	9.0	62.8	118	1995	141/4000	-	236/1750	-	1485	1600
D	318d Luxury Auto	-	4	32425	13619	8-A	25	132	8.9	62.8	118	1995	141/4000	-	236/1750	-	1505	1600
D	318d M Sport	-	4	30675	12884	6-M	25	132	9.0	62.8	118	1995	141/4000	-	236/1750	-	1485	1600
D	318d M Sport Auto	-	4	32225	13535	8-A	25	132	8.9	62.8	118	1995	141/4000	-	236/1750	-	1505	1600
D	320d SE (Euro 5)	-	4	29475	12969	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d SE (Euro 5) Auto	-	4	31025	13651	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d SE (Euro 6)	-	4	30470	13407	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d SE (Euro 6) Auto	-	4	32020	14089	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d Sport (Euro 5)	300	4	29775	13101	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d Sport (Euro 5) Auto	-	4	31325	13783	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d Sport (Euro 6)	-	4	30770	13539	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d Sport (Euro 6) Auto	-	4	32320	14221	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d Luxury (Euro 5)	-	4	31975	14069	6-M	32	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d Luxury (Euro 5) Auto	-	4	33525	14751	8-A	32	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d Luxury (Euro 6)	-	4	32970	14507	6-M	32	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d Luxury (Euro 6) Auto	-	4	34520	15189	8-A	32	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d M Sport (Euro 5)	-	4	31775	13981	6-M	32	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d M Sport (Euro 5) Auto	-	4	33325	14663	8-A	32	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d M Sport (Euro 6)	-	4	32770	14419	6-M	32	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d M Sport (Euro 6) Auto	-	4	34320	15101	8-A	32	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d EfficientDynamics (Euro 5)	299	4	29475	12969	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
D	320d EfficientDynamics (Euro 5) Auto	-	4	31025	13651	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
D	320d EfficientDynamics (Euro 6)	-	4	30470	13407	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
D	320d EfficientDynamics (Euro 6) Auto	-	4	32020	14089	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
D	320d EfficientDynamics Business (Euro 5)	-	4	30875	13585	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
D	320d EfficientDynamics Business (Euro 5) Auto	-	4	32425	14267	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
D	320d EfficientDynamics Business (Euro 6)	-	4	31870	14023	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
D	320d EfficientDynamics Business (Euro 6) Auto	-	4	33420	14705	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
D	320d xDrive SE	-	4	30975	14249	6-M	30	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive SE Auto	-	4	32525	14962	8-A	30	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	320d xDrive Sport	-	4	31275	14387	6-M	30	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive Sport Auto	-	4	32825	15100	8-A	30	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	320d xDrive Luxury	-	4	33475	15399	6-M	31	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive Luxury Auto	-	4	35025	16112	8-A	31	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	320d xDrive M Sport	-	4	33275	15307	6-M	31	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive M Sport Auto	-	4	34825	16020	8-A	31	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	325d SE	-	4	31275	13136	6-M	35	152	6.8	57.6	129	1995	215/4400	-	332/1500	-	1550	1800
D	325d SE Auto	-	4	32825	13787	8-A	35	152	6.6	61.4	122	1995	215/4400	-	332/1500	-	1565	1800
D	325d Luxury	-	4	33775	14186	6-M	36	152	6.8	57.6	129	1995	215/4400	-	332/1500	-	1550	1800
D	325d Luxury Auto	-	4	35325	14837	8-A	36	152	6.6	61.4	122	1995	215/4400	-	332/1500	-	1565	1800
D	325d M Sport	-	4	33575	14102	6-M	36	152	6.8	57.6	129	1995	215/4400	-	332/1500	-	1550	1800
D	325d M Sport Auto	-	4	35125	14753	8-A	36	152	6.6	61.4	122	1995	215/4400	-	332/1500	-	1565	1800
D	330d SE (Euro 5) Auto	-	4	34675	14564	8-A	38	155	5.6	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	330d SE (Euro 6) Auto	-	4	35670	14981	8-A	38	155	5.6	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	330d Luxury (Euro 5) Auto	-	4	37175	15614	8-A	38	155	5.6	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	330d Luxury (Euro 6) Auto	-	4	38170	16031	8-A	38	155	5.6	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	330d M Sport (Euro 5) Auto	-	4	36975	15530	8-A	38	155	5.6	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	330d M Sport (Euro 6) Auto	-	4	37970	15947	8-A	38	155	5.6	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	330d xDrive SE (Euro 5) Auto	-	4	36305	15248	8-A	40	155	5.3	54.3	137	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive SE (Euro 6) Auto	-	4	37300	15666	8-A	40	155	5.3	54.3	137	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive Luxury (Euro 5) Auto	-	4	38805	16298	8-A	41	155	5.3	54.3	137	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive Luxury (Euro 6) Auto	-	4	39800	16716	8-A	41	155	5.3	54.3	137	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive M Sport (Euro 5) Auto	-	4	38605	16214	8-A	41	155	5.3	54.3	137	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive M Sport (Euro 6) Auto	-	4	39600	16632	8-A	41	155	5.3	54.3	137	2993	255/4000	-	413/1500	-	1685	1800
D	335d xDrive Luxury Auto	-	4	41720	17522	8-A	43	155	4.8	52.3	143	2993	308/4400	-	465/1500	-	1705	1800
D	335d xDrive M Sport Auto	-	4	41520	17438	8-A	43	155	4.8	52.3	143	2993	308/4400	-	465/1500	-	1705	1800
PE	ActiveHybrid 3 SE Auto	-	4	41385	17382	8-A	38	155	5.3	47.9	139	2979	302/5800	54	295/1200	155	1730	0
PE	ActiveHybrid 3 Luxury Auto	-	4	43885	18432	8-A	39	155	5.3	47.9	139	2979	302/5800	54	295/1200	155	1730	0
PE	ActiveHybrid 3 M Sport Auto	-	4	43685	18348	8-A	39	155	5.3	47.9	139	2979	302/5800	54	295/1200	155	1730	0
D	316d ES Touring	-	5	27575	12133	6-M	20	124	11.2	60.1	123	1995	114/4000	-	192/1750	-	1555	1600
D	316d ES Touring Auto	-	5	29125	12815	8-A	20	123	11.1	60.1	123	1995	114/4000	-	192/1750	-	1575	1600
D	316d SE Touring	-	5	28425	12507	6-M	20	124	11.2	60.1	123	1995	114/4000	-	192/1750	-	1555	1600
D	316d SE Touring Auto	-	5	29975	13189	8-A	20	123	11.1	60.1	123	1995	114/4000	-	192/1750	-	1575	1600
D	316d Sport Touring	-	5	28725	12639	6-M	20	124	11.2	60.1	123	1995	114/4000	-	192/1750	-	1555	1600
D	316d Sport Touring Auto	-	5	30275	13321	8-A	20	123	11.1	60.1	123	1995	114/4000	-	192/1750	-	1575	1600
D	318d SE Touring	-	5	29675	13057	6-M	24	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1555	1600
D	318d SE Touring Auto	-	5	31225	13739	8-A	24	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1575	1600
D	318d Sport Touring	-	5	29975	13189	6-M	24	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1555	1600
D	318d Sport Touring Auto	-	5	31525	13871	8-A	24	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1575	1600
D	318d Luxury Touring	-	5	32175	14157	6-M	25	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1555	1600
D	318d Luxury Touring Auto	-	5	33725	14839	8-A	25	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1575	1600
D	318d M Sport Touring	-	5	31975	14069	6-M	25	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1555	1600
D	318d M Sport Touring Auto	-	5	33525	14751	8-A	25	130	9.2	60.1	123	1995	141/4000	-	236/1750	-	1575	1600
D	320d SE Touring (Euro 5)	-	5	30775	13541	6-M	31	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d SE Touring (Euro 5) Auto	-	5	32325	14223	8-A	31	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d SE Touring (Euro 6)	-	5	31770	13979	6-M	31	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d SE Touring (Euro 6) Auto	-	5	33320	14661	8-A	31	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d Sport Touring (Euro 5)	-	5	31075	13673	6-M	31	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d Sport Touring (Euro 5) Auto	-	5	32625	14355	8-A	31	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d Sport Touring (Euro 6)	-	5	32070	14111	6-M	31	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d Sport Touring (Euro 6) Auto	-	5	33620	14793	8-A	31	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d Luxury Touring (Euro 5)	-	5	33275	14641	6-M	32	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d Luxury Touring (Euro 5) Auto	-	5	34825	15323	8-A	32	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d Luxury Touring (Euro 6)	-	5	34270	15079	6-M	32	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d Luxury Touring (Euro 6) Auto	-	5	35820	15761	8-A	32	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d M Sport Touring (Euro 5)	-	5	33075	14553	6-M	32	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d M Sport Touring (Euro 5) Auto	-	5	34625	15235	8-A	32	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d M Sport Touring (Euro 6)	-	5	34070	14991	6-M	32	143	7.7	58.9	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d M Sport Touring (Euro 6) Auto	-	5	35620	15673	8-A	32	140	7.6	60.1	123	1995	181/4000	-	280/1750	-	1585	1600
D	320d EfficientDynamics Touring (Euro 5)	-	5	30775	13541	6-M	31	138	8.3	65.7	112	1995	161/4000	-	280/1750	-	1570	0
D	320d EfficientDynamics Touring (Euro 5) Auto	-	5	32325	14223	8-A	31	138	8.2	65.7	112	1995	161/4000	-	280/1750	-	1585	0
D	320d EfficientDynamics Touring (Euro 6)	-	5	31770	13979	6-M	31	138	8.3	65.7	112	1995	161/4000	-	280/1750	-	1570	0
D	320d EfficientDynamics Touring (Euro 6) Auto	-	5	33320	14661	8-A	31	138	8.2	65.7	112	1995	161/4000	-	280/1750	-	1585	0
D	320d EfficientDynamics Business Touring (Euro 5)	-	5	32175	14157	6-M	31	138	8.3	65.7	112	1995	161/4000	-	280/1750	-	1570	0
D	320d EfficientDynamics Business Touring (Euro 5) Auto	-	5	33725	14839	8-A	31	138	8.2	65.7	112	1995	161/4000	-	280/1750	-	1585	0
D	320d EfficientDynamics Business Touring (Euro 6)	-	5	33170	14595	6-M	31	138	8.3	65.7	112	1995	161/4000	-	280/1750	-	1570	0
D	320d EfficientDynamics Business Touring (Euro 6) Auto	-	5	34720	15277	8-A	31	138	8.2	65.7	112	1995	161/4000	-	280/1750	-	1585	0
D	320d xDrive SE Touring	-	5	32405	14906	6-M	30	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive SE Touring Auto	-	5	33955	15619	8-A	30	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	320d xDrive Sport Touring	-	5	32705	15044	6-M	30	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive Sport Touring Auto	-	5	34255	15757	8-A	30	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	320d xDrive Luxury Touring	-	5	34905	16056	6-M	31	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive Luxury Touring Auto	-	5	36455	16769	8-A	31	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	320d xDrive M Sport Touring	-	5	34705	15964	6-M	31	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive M Sport Touring Auto	-	5	36255	16677	8-A	31	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	325d SE Touring	-	5	32705	14390	6-M	35	148	6.9	55.4	134	1995	215/4400	-	332/1500	-	1615	1800
D	325d SE Touring Auto	-	5	34255	15072	8-A	35	tba	tba	58.9	127	tba	215/4400	-	332/1500	-	tba	tba
D	325d Luxury Touring	-	5	35205	15490	6-M	36	148	6.9	55.4	134	1995	215/4400	-	332/1500	-	1615	1800
D	325d Luxury Touring Auto	-	5	36755	16172	8-A	36	tba	tba	58.9	127	tba	215/4400	-	332/1500	-	tba	tba
D	325d M Sport Touring	-	5	35005	15402	6-M	36	148	6.9	55.4	134	1995	215/4400	-	332/1500	-	1615	1800
D	325d M Sport Touring Auto	-	5	36555	16084	8-A	36	tba	tba	58.9	127	tba	215/4400	-	332/1500	-	tba	tba
D	330d SE Touring (Euro 5) Auto	-	5	36105	15164	8-A	38	155	5.6	55.4	135	2993	255/4000	-	413/1500	-	1685	1800
D	330d SE Touring (Euro 6) Auto	-	5	37100	15582	8-A	38	155	5.6	55.4	135	2993	255/4000	-	413/1500	-	1685	1800
D	330d Luxury Touring (Euro 5) Auto	308	5	38605	16214	8-A	38	155	5.6	55.4	135	2993	255/4000	-	413/1500	-	1685	1800
D	330d Luxury Touring (Euro 6) Auto	-	5	39600	16632	8-A	38	155	5.6	55.4	135	2993	255/4000	-	413/1500	-	1685	1800
D	330d M Sport Touring (Euro 5) Auto	-	5	38405	16130	8-A	38	155	5.6	55.4	135	2993	255/4000	-	413/1500	-	1685	1800
D	330d M Sport Touring (Euro 6) Auto	-	5	39400	16548	8-A	38	155	5.6	55.4	135	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive SE Touring (Euro 5) Auto	-	5	37620	15800	8-A	40	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
D	330d xDrive SE Touring (Euro 6) Auto	-	5	38615	16218	8-A	40	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
D	330d xDrive Luxury Touring (Euro 5) Auto	-	5	40120	16850	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
D	330d xDrive Luxury Touring (Euro 6) Auto	-	5	41115	17268	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
D	330d xDrive M Sport Touring (Euro 5) Auto	-	5	39920	16766	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
D	330d xDrive M Sport Touring (Euro 6) Auto	-	5	40915	17184	8-A	41	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
D	335d xDrive Luxury Touring Auto	-	5	43020	18068	8-A	43	155	tba	50.4	148	2993	308/4400	-	465/1500	-	tba	tba
D	335d xDrive M Sport Touring Auto	-	5	42820	17984	8-A	43	155	tba	50.4	148	2993	308/4400	-	465/1500	-	tba	tba
D	318d SE GT	-	5	31275	15638	6-M	24	130	9.7	62.8	119	1995	141/4000	-	236/1750	-	1615	1600
D	318d SE GT Auto	-	5	32825	16413	8-A	24	130	9.6	58.9	127	1995	141/4000	-	236/1750	-	1635	1600
D	318d Sport GT	314	5	32275	16138	6-M	24	130	9.7	62.8	119	1995	141/4000	-	236/1750	-	1615	1600
D	318d Sport GT Auto	-	5	33825	16913	8-A	24	130	9.6	58.9	127	1995	141/4000	-	236/1750	-	1635	1600
D	318d Luxury GT	-	5	33275	16638	6-M	24	130	9.7	62.8	119	1995	141/4000	-	236/1750	-	1615	1600
D	318d Luxury GT Auto	-	5	34825	17413	8-A	24	130	9.6	58.9	127	1995	141/4000	-	236/1750	-	1635	1600
D	318d M Sport GT	-	5	33525	16763	6-M	25	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
D	318d M Sport GT Auto	-	5	35075	17538	8-A	25	130	9.6	57.6	129	1995	141/4000	-	236/1750	-	1635	1600
D	320d SE GT	-	5	32375	16188	6-M	30	143	8.0	57.6	129	1995	181/4000	-	280/1750	-	1640	1600
D	320d SE GT Auto	-	5	33925	16963	8-A	30	140	7.9	57.6	129	1995	181/4000	-	280/1750	-	1650	1600
D	320d Sport GT	-	5	33375	16688	6-M	30	143	8.0	57.6	129	1995	181/4000	-	280/1750	-	1640	1600
D	320d Sport GT Auto	-	5	34925	17463	8-A	30	140	7.9	57.6	129	1995	181/4000	-	280/1750	-	1650	1600
D	320d Luxury GT	-	5	34375	17188	6-M	30	143	8.0	57.6	129	1995	181/4000	-	280/1750	-	1640	1600
D	320d Luxury GT Auto	-	5	35925	17963	8-A	30	140	7.9	57.6	129	1995	181/4000	-	280/1750	-	1650	1600
D	320d M Sport GT	-	5	34755	17378	6-M	30	143	8.0	56.5	131	1995	181/4000	-	280/1750	-	1640	1600
D	320d M Sport GT Auto	-	5	36305	18153	8-A	30	140	7.9	56.5	131	1995	181/4000	-	280/1750	-	1650	1600
D	325d SE GT	-	5	34305	16466	6-M	34	149	7.1	55.4	134	1995	215/4000	-	332/1500	-	1675	1800
D	325d SE GT Auto	-	5	35855	17210	8-A	34	149	6.8	56.5	131	1995	215/4000	-	332/1500	-	1690	1800
D	325d Luxury GT	-	5	36305	17426	6-M	34	149	7.1	55.4	134	1995	215/4000	-	332/1500	-	1675	1800
D	325d Luxury GT Auto	-	5	37855	18170	8-A	34	149	6.8	56.5	131	1995	215/4000	-	332/1500	-	1690	1800
D	325d M Sport GT	-	5	36555	17546	6-M	34	149	7.1	54.3	137	1995	215/4000	-	332/1500	-	1675	1800
D	325d M Sport GT Auto	-	5	38105	18290	8-A	34	149	6.8	55.4	134	1995	215/4000	-	332/1500	-	1690	1800
D	330d SE GT Auto	-	5	37705	18098	8-A	40	155	5.7	55.4	135	2993	255/4000	-	413/2000	-	1735	1800
D	330d Luxury GT Auto	-	5	39705	19058	8-A	40	155	5.7	55.4	135	2993	255/4000	-	413/2000	-	1735	1800
D	330d M Sport GT Auto	-	5	39955	19178	8-A	41	155	5.7	54.3	136	2993	255/4000	-	413/2000	-	1735	1800
D	330d xDrive SE GT Auto	-	5	39220	18826	8-A	40	155	5.4	52.3	142	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive Luxury GT Auto	-	5	41220	19786	8-A	40	155	5.4	52.3	142	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive M Sport GT Auto	-	5	41470	19906	8-A	41	155	5.4	52.3	143	2993	255/4000	-	413/2000	-	1805	1800
D	335d xDrive Luxury GT Auto	-	5	44120	21178	8-A	42	155	4.9	50.4	148	2993	308/4300	-	443/1300	-	1820	1800
D	335d xDrive M Sport GT Auto	-	5	44370	21298	8-A	42	155	4.9	49.6	149	2993	308/4300	-	443/1300	-	1820	1800

4 Series

Rating ★★★★☆

The new name for the 3 Series Coupé. It's fantastic to drive, is roomy and well kitted out. It'll be a sure fire hit.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	420d SE Coupé	320	2	32495	16897	6-M	29	149	7.5	60.1	124	1995	181/4000	-	280/1750	-	1525	1600
D	420d SE Coupé Auto	-	2	34045	17703	8-A	29	144	7.3	61.4	121	1995	181/4000	-	280/1750	-	1540	1600
D	420d Sport Coupé	-	2	33995	17677	6-M	30	149	7.5	60.1	124	1995	181/4000	-	280/1750	-	1525	1600
D	420d Sport Coupé Auto	-	2	35545	18483	8-A	30	144	7.3	61.4	121	1995	181/4000	-	280/1750	-	1540	1600
D	420d Luxury Coupé	-	2	34995	18197	6-M	30	149	7.5	60.1	124	1995	181/4000	-	280/1750	-	1525	1600
D	420d Luxury Coupé Auto	-	2	36545	19003	8-A	30	144	7.3	61.4	121	1995	181/4000	-	280/1750	-	1540	1600
D	420d M Sport Coupé	-	2	35495	18457	6-M	30	149	7.5	58.9	127	1995	181/4000	-	280/1750	-	1525	1600
D	420d M Sport Coupé Auto	-	2	37045	19263	8-A	30	144	7.3	60.1	124	1995	181/4000	-	280/1750	-	1540	1600
D	420d xDrive SE Coupé	-	2	33995	16998	6-M	29	147	7.5	58.9	126	1995	181/4000	-	280/1750	-	1605	1600
D	420d xDrive SE Coupé Auto	-	2	35545	17773	8-A	29	142	7.3	60.1	124	1995	181/4000	-	280/1750	-	1615	1600
D	420d xDrive Sport Coupé	-	2	35495	17748	6-M	29	147	7.5	58.9	126	1995	181/4000	-	280/1750	-	1605	1600
D	420d xDrive Sport Coupé Auto	-	2	37045	18523	8-A	29	142	7.3	60.1	124	1995	181/4000	-	280/1750	-	1615	1600
D	420d xDrive Luxury Coupé	-	2	36495	18248	6-M	29	147	7.5	58.9	126	1995	181/4000	-	280/1750	-	1605	1600
D	420d xDrive Luxury Coupé Auto	-	2	38045	19023	8-A	29	142	7.3	60.1	124	1995	181/4000	-	280/1750	-	1615	1600
D	420d xDrive M Sport Coupé	-	2	36995	18498	6-M	29	147	7.5	57.6	129	1995	181/4000	-	280/1750	-	1605	1600
D	420d xDrive M Sport Coupé Auto	-	2	38545	19273	8-A	29	142	7.3	57.6	128	1995	181/4000	-	280/1750	-	1615	1600
D	425d SE Coupé	-	2	35430	17715	6-M	34	153	6.7	56.5	131	1995	215/4400	-	332/1500	-	1565	1800
D	425d SE Coupé Auto	-	2	36980	18490	8-A	34	153	6.5	60.1	124	1995	215/4400	-	332/1500	-	1580	1800
D	425d Sport Coupé	-	2	36930	18465	6-M	34	153	6.7	56.5	131	1995	215/4400	-	332/1500	-	1565	1800
D	425d Sport Coupé Auto	-	2	38480	19240	8-A	34	153	6.5	60.1	124	1995	215/4400	-	332/1500	-	1580	1800
D	425d Luxury Coupé	-	2	37930	18965	6-M	34	153	6.7	56.5	131	1995	215/4400	-	332/1500	-	1565	1800
D	425d Luxury Coupé Auto	-	2	39480	19740	8-A	34	153	6.5	60.1	124	1995	215/4400	-	332/1500	-	1580	1800
D	425d M Sport Coupé	-	2	38430	19215	6-M	34	153	6.7	55.4	135	1995	215/4400	-	332/1500	-	1565	1800
D	425d M Sport Coupé Auto	-	2	39980	19990	8-A	34	153	6.5	57.6	128	1995	215/4400	-	332/1500	-	1580	1800
D	430d Luxury Coupé Auto	-	2	40315	20158	8-A	40	155	5.5	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	430d M Sport Coupé Auto	-	2	40945	20473	8-A	40	155	5.5	56.5	132	2993	255/4000	-	413/2000	-	1615	1800
D	430d xDrive Luxury Coupé Auto	-	2	41945	20973	8-A	40	155	5.2	54.3	137	2993	255/4000	-	413/2000	-	1690	1800
D	430d xDrive M Sport Coupé Auto	-	2	42460	21230	8-A	40	155	5.2	52.3	141	2993	255/4000	-	413/2000	-	1690	1800
D	435d xDrive Luxury Coupé Auto	-	2	45245	20813	8-A	41	155	4.7	52.3	143	2993	308/4400	-	465/1500	-	1700	1800
D	435d xDrive M Sport Coupé Auto	-	2	45745	21043	8-A	41	155	4.7	50.4	146	2993	308/4400	-	465/1500	-	1700	1800
D	420d SE Convertible	-	2	37380	20185	6-M	30	146	8.2	55.4	133	1995	181/4000	-	280/1750	-	1755	1600
D	420d SE Convertible Auto	-	2	38930	21022	8-A	30	142	8.2	58.9	127	1995	181/4000	-	280/1750	-	1765	1600
D	420d Sport Convertible	-	2	38880	20995	6-M	30	146	8.2	55.4	133	1995	181/4000	-	280/1750	-	1755	1600
D	420d Sport Convertible Auto	-	2	40430	21832	8-A	30	142	8.2	58.9	127	1995	181/4000	-	280/1750	-	1765	1600
D	420d Luxury Convertible	-	2	39880	21535	6-M	31	146	8.2	55.4	133	1995	181/4000	-	280/1750	-	1755	1600
D	420d Luxury Convertible Auto	-	2	41430	22372	8-A	31	142	8.2	58.9	127	1995	181/4000	-	280/1750	-	1765	1600
D	420d M Sport Convertible	-	2	40380	21805	6-M	31	146	8.2	53.3	138	1995	181/4000	-	280/1750	-	1755	1600
D	420d M Sport Convertible Auto	-	2	41930	22642	8-A	31	142	8.2	56.5	131	1995	181/4000	-	280/1750	-	1765	1600
D	425d SE Convertible	-	2	39240	21190	6-M	34	tba	7.3	54.3	138	1995	215/4400	-	332/1500	-	tba	tba

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

4 Series (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	425d SE Convertible Auto	-	2	40790	22027	8-A	34	tba	7.1	56.5	132	1995	215/4400	-	332/1500	-	tba	tba
D	425d Sport Convertible	-	2	40740	22000	6-M	34	tba	7.3	54.3	138	1995	215/4400	-	332/1500	-	tba	tba
D	425d Sport Convertible Auto	-	2	42290	22837	8-A	34	tba	7.1	56.5	132	1995	215/4400	-	332/1500	-	tba	tba
D	425d Luxury Convertible	-	2	41740	22540	6-M	34	tba	7.3	54.3	138	1995	215/4400	-	332/1500	-	tba	tba
D	425d Luxury Convertible Auto	-	2	43290	23377	8-A	34	tba	7.1	56.5	132	1995	215/4400	-	332/1500	-	tba	tba
D	425d M Sport Convertible	-	2	42255	22818	6-M	35	tba	7.3	52.3	142	1995	215/4400	-	332/1500	-	tba	tba
D	425d M Sport Convertible Auto	-	2	43805	23655	8-A	35	tba	7.1	54.3	136	1995	215/4400	-	332/1500	-	tba	tba
D	430d Luxury Convertible Auto	-	2	45185	24400	8-A	40	tba	5.9	53.3	139	2993	255/4000	-	413/2000	-	tba	tba
D	430d M Sport Convertible Auto	-	2	45700	24678	8-A	41	tba	5.9	51.4	144	2993	255/4000	-	413/2000	-	tba	tba
D	435d xDrive Luxury Convertible Auto	-	2	49100	26514	8-A	42	tba	5.2	49.6	151	2993	308/4400	-	465/1500	-	tba	tba
D	435d xDrive M Sport Convertible Auto	-	2	49600	26784	8-A	42	tba	5.2	47.9	155	2993	308/4400	-	465/1500	-	tba	tba
D	418d SE Gran Coupé	-	5	31695	15848	6-M	23	132	9.2	61.4	121	1995	141/4000	-	236/1750	-	1565	1600
D	418d SE Gran Coupé Auto	-	5	33245	16623	8-A	23	132	9.1	61.4	121	1995	141/4000	-	236/1750	-	1585	1600
D	418d Sport Gran Coupé	-	5	33195	16598	6-M	24	132	9.2	61.4	121	1995	141/4000	-	236/1750	-	1565	1600
D	418d Sport Gran Coupé Auto	-	5	34745	17373	8-A	24	132	9.1	61.4	121	1995	141/4000	-	236/1750	-	1585	1600
D	418d Luxury Gran Coupé	-	5	34195	17098	6-M	24	132	9.2	61.4	121	1995	141/4000	-	236/1750	-	1565	1600
D	418d Luxury Gran Coupé Auto	-	5	35745	17873	8-A	24	132	9.1	61.4	121	1995	141/4000	-	236/1750	-	1585	1600
D	418d M Sport Gran Coupé	-	5	34695	17348	6-M	24	132	9.2	60.1	124	1995	141/4000	-	236/1750	-	1565	1600
D	418d M Sport Gran Coupé Auto	-	5	36245	18123	8-A	24	132	9.1	60.1	124	1995	141/4000	-	236/1750	-	1585	1600
D	420d SE Gran Coupé	-	5	32495	16248	6-M	29	147	7.7	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
D	420d SE Gran Coupé Auto	-	5	34045	17023	8-A	29	144	7.5	61.4	121	1995	181/4000	-	280/1750	-	1600	1600
D	420d Sport Gran Coupé	-	5	33995	16998	6-M	29	147	7.7	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
D	420d Sport Gran Coupé Auto	-	5	35545	17773	8-A	29	144	7.5	61.4	121	1995	181/4000	-	280/1750	-	1600	1600
D	420d Luxury Gran Coupé	-	5	34995	17498	6-M	30	147	7.7	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
D	420d Luxury Gran Coupé Auto	-	5	36545	18273	8-A	30	144	7.5	61.4	121	1995	181/4000	-	280/1750	-	1600	1600
D	420d M Sport Gran Coupé	-	5	35495	17748	6-M	30	147	7.7	57.6	128	1995	181/4000	-	280/1750	-	1585	1600
D	420d M Sport Gran Coupé Auto	-	5	37045	18523	8-A	30	144	7.5	60.1	124	1995	181/4000	-	280/1750	-	1600	1600
D	420d xDrive SE Gran Coupé	-	5	33995	16998	6-M	29	147	7.7	57.6	129	1995	181/4000	-	280/1750	-	1660	1800
D	420d xDrive SE Gran Coupé Auto	-	5	35545	17773	8-A	29	142	7.5	58.9	127	1995	181/4000	-	280/1750	-	1675	1800
D	420d xDrive Sport Gran Coupé	-	5	35495	17748	6-M	30	147	7.7	57.6	129	1995	181/4000	-	280/1750	-	1660	1800
D	420d xDrive Sport Gran Coupé Auto	-	5	37045	18523	8-A	30	142	7.5	58.9	127	1995	181/4000	-	280/1750	-	1675	1800
D	420d xDrive Luxury Gran Coupé	-	5	36495	18248	6-M	30	147	7.7	57.6	129	1995	181/4000	-	280/1750	-	1660	1800
D	420d xDrive Luxury Gran Coupé Auto	-	5	38045	19023	8-A	30	142	7.5	58.9	127	1995	181/4000	-	280/1750	-	1675	1800
D	420d xDrive M Sport Gran Coupé	-	5	37125	18563	6-M	30	147	7.7	56.5	133	1995	181/4000	-	280/1750	-	1660	1800
D	420d xDrive M Sport Gran Coupé Auto	-	5	38675	19338	8-A	30	142	7.5	56.5	131	1995	181/4000	-	280/1750	-	1675	1800
D	430d Luxury Gran Coupé	-	5	40445	20223	8-A	39	155	5.6	55.4	134	2993	255/4000	-	413/2000	-	1680	1800
D	430d M Sport Gran Coupé Auto	-	5	40945	20473	8-A	40	155	5.6	53.3	138	2993	255/4000	-	413/2000	-	1680	1800
D	430d xDrive Luxury Gran Coupé Auto	-	5	41945	20973	8-A	39	155	5.3	53.3	140	2993	255/4000	-	413/2000	-	1750	1800
D	430d xDrive M Sport Gran Coupé Auto	-	5	42460	21230	8-A	39	155	5.3	51.4	144	2993	255/4000	-	413/2000	-	1750	1800
D	435d xDrive Luxury Gran Coupé Auto	-	5	45245	22623	8-A	41	155	4.8	50.4	146	2993	308/4000	-	465/1500	-	1760	1800
D	435d xDrive M Sport Gran Coupé Auto	-	5	45745	22873	8-A	41	155	4.8	49.6	149	2993	308/4000	-	465/1500	-	1760	1800

5 Series

Rating ★★★★½

Subtle refinements to 5 Series mean lower running costs. It's beautifully built and suitably luxurious.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	518d SE	-	4	30865	15433	6-M	30	tba	9.5	65.7	114	1995	148/tba	-	tba	-	tba	tba
D	518d SE Auto	-	4	32415	16208	8-A	30	tba	9.4	67.3	110	1995	148/tba	-	tba	-	tba	tba
D	518d Luxury	-	4	33665	16833	6-M	31	tba	9.5	62.8	119	1995	148/tba	-	tba	-	tba	tba
D	518d Luxury Auto	-	4	35215	17608	8-A	31	tba	9.4	64.2	115	1995	148/tba	-	tba	-	tba	tba
D	518d M Sport	-	4	33665	16833	6-M	31	tba	9.5	60.1	124	1995	148/tba	-	tba	-	tba	tba
D	518d M Sport Auto	-	4	35215	17608	8-A	31	tba	9.4	61.4	120	1995	148/tba	-	tba	-	tba	tba
D	520d SE	-	4	32365	15535	6-M	34	tba	7.9	65.7	114	1995	188/tba	-	tba	-	tba	tba
D	520d SE Auto	-	4	33915	16279	8-A	34	tba	7.7	68.9	109	1995	188/tba	-	tba	-	tba	tba
D	520d Luxury	-	4	35165	16879	6-M	36	tba	7.9	62.8	119	1995	188/tba	-	tba	-	tba	tba
D	520d Luxury Auto	-	4	36715	17623	8-A	36	tba	7.7	65.7	114	1995	188/tba	-	tba	-	tba	tba
D	520d M Sport	-	4	35165	16879	6-M	36	tba	7.9	60.1	124	1995	188/tba	-	tba	-	tba	tba
D	520d M Sport Auto	-	4	36715	17623	8-A	36	tba	7.7	62.8	119	1995	188/tba	-	tba	-	tba	tba
D	525d SE	-	4	36980	15532	6-M	39	154	7.0	57.6	129	1995	215/4400	-	332/1500	-	1725	2000
D	525d SE Auto	-	4	38530	16183	8-A	39	150	6.9	60.1	123	1995	215/4400	-	332/1500	-	1730	2000
D	525d Luxury	-	4	39910	16762	6-M	40	154	7.0	55.4	134	1995	215/4400	-	332/1500	-	1725	2000
D	525d Luxury Auto	-	4	41460	17413	8-A	40	150	6.9	57.6	128	1995	215/4400	-	332/1500	-	1730	2000
D	525d M Sport	-	4	39910	16762	6-M	40	154	7.0	53.3	139	1995	215/4400	-	332/1500	-	1725	2000
D	525d M Sport Auto	-	4	41460	17413	8-A	40	150	6.9	56.5	133	1995	215/4400	-	332/1500	-	1730	2000
D	530d SE Auto	-	4	41455	17411	8-A	43	155	5.8	55.4	134	2993	255/4000	-	398/1500	-	1785	2000
D	530d Luxury Auto	-	4	44255	18587	8-A	43	155	5.8	53.3	139	2993	255/4000	-	398/1500	-	1785	2000
D	530d M Sport Auto	-	4	44270	18593	8-A	43	155	5.8	51.4	144	2993	255/4000	-	398/1500	-	1785	2000
D	535d Luxury Auto	-	4	48920	18590	8-A	45	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1810	2000
D	535d M Sport Auto	-	4	48920	18590	8-A	45	155	5.3	50.4	148	2993	308/4400	-	465/1500	-	1810	2000
PE	ActiveHybrid 5 SE Auto	-	4	47790	19116	8-A	44	155	5.9	44.1	149	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 Luxury Auto	-	4	48825	19530	8-A	44	155	5.9	41.5	159	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 M Sport Auto	-	4	50625	20250	8-A	44	155	5.9	40.4	163	2979	302/5800	54	295/1200	155	1925	0
D	518d SE Touring	-	5	33065	16533	6-M	30	130	9.9	60.1	122	1995	148/4000	-	266/1750	-	1795	2000
D	518d SE Touring Auto	-	5	34615	17308	8-A	30	130	9.8	62.8	118	1995	148/4000	-	266/1750	-	1805	2000
D	518d Luxury Touring	-	5	35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d Luxury Touring Auto	-	5	37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	518d M Sport Touring	-	5	35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d M Sport Touring Auto	-	5	37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	520d SE Touring	-	5	34565	16591	6-M	34	142	8.1	61.4	122	1995	188/4000	-	295/1750	-	1800	1800
D	520d SE Touring Auto	-	5	36115	17335	8-A	34	140	8.0	62.8	118	1995	188/4000	-	295/1750	-	1810	2000
D	520d Luxury Touring	-	5	37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d Luxury Touring Auto	-	5	38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	520d M Sport Touring	-	5	37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d M Sport Touring Auto	-	5	38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	525d SE Touring	-	5	39310	16510	6-M	39	149	7.2	54.3	136	1995	215/4400	-	332/1500	-	1825	2000
D	525d SE Touring Auto	-	5	40860	17161	8-A	39	147	7.1	57.6	129	1995	215/4400	-	332/1500	-	1835	2000
D	525d Luxury Touring	-	5	42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D	525d Luxury Touring Auto	-	5	43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	525d M Sport Touring	-	5	42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D	525d M Sport Touring Auto	-	5	43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	530d SE Touring Auto	-	5	43655	18335	8-A	43	155	5.9	53.3	139	2993	255/4000	-	398/1500	-	1895	2000
D	530d Luxury Touring Auto	-	5	46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	530d M Sport Touring Auto	-	5	46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	535d Luxury Touring Auto	-	5	51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D	535d M Sport Touring Auto	-	5	51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D	520d SE GT (Euro 5) Auto	-	5	38045	15979	8-A	33	133	8.9	53.3	139	1995	181/4000	-	280/1750	-	1990	2100
D	520d SE GT (Euro 6) Auto	-	5	38045	15979	8-A	33	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	520d Luxury GT (Euro 5) Auto	-	5	40845	17155	8-A	34	133	8.9	53.3	139	1995	181/4000	-	280/1750	-	1990	2100
D	520d Luxury GT (Euro 6) Auto	-	5	40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	520d M Sport GT (Euro 5) Auto	-	5	40845	17155	8-A	34	133	8.9	53.3	139	1995	181/4000	-	280/1750	-	1990	2100
D	520d M Sport GT (Euro 6) Auto	-	5	40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	530d SE GT Auto	-	5	46965	19725	8-A	43	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	530d Luxury GT Auto	-	5	48965	20565	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	530d M Sport GT Auto	-	5	49765	20901	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	535d Luxury GT Auto	-	5	51885	20754	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100
D	535d M Sport GT Auto	-	5	52685	21074	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100

6 Series

Rating ★★★★½

Impressively refined, and making a great case for all grand tourers to be diesel powered.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	640d SE Coupé	-	2	63130	32828	8-A	48	155	5.3	51.4	144	2993	308/4400	-	465/1500	-	1800	0
D	640d M Sport Coupé	300	2	67795	35253	8-A	48	155	5.3	51.4	145	2993	308/4400	-	465/1500	-	1800	0
D	640d SE Gran Coupé	-	4	64875	32438	8-A	48	155	5.4	50.4	148	2993	308/4400	-	465/1500	-	1885	0
D	640d M Sport Gran Coupé	301	4	69540	34770	8-A	49	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1885	0
D	640d SE Convertible	-	2	69260	33245	8-A	50	155	5.5	50.4	148	2993	308/4400	-	465/1500	-	1935	0
D	640d M Sport Convertible	-	2	73675	35364	8-A	50	155	5.5	49.6	149	2993	308/4400	-	465/1500	-	1935	0

7 Series

Rating ★★★★

Now with 50mpg potential, latest 7 breaks new ground as a techno showcase.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	730d SE (Euro 5)	-	4	58275	25641	8-A	45	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d SE (Euro 6)	-	4	59270	26079	8-A	45	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d SE Exclusive (Euro 5)	-	4	61970	27267	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d SE Exclusive (Euro 6)	-	4	62965	27705	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport (Euro 5)	-	4	63550	27962	8-A	46	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport (Euro 6)	-	4	64545	28400	8-A	46	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport Exclusive (Euro 5)	-	4	66845	29412	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport Exclusive (Euro 6)	-	4	67840	29850	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730Ld SE (Euro 5)	-	4	61375	27005	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld SE (Euro 6)	-	4	62370	27443	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld SE Exclusive (Euro 5)	-	4	65070	28631	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld SE Exclusive (Euro 6)	-	4	66065	29069	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport (Euro 5)	-	4	66650	29326	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport (Euro 6)	-	4	67645	29764	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport Exclusive (Euro 5)	-	4	69945	30776	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport Exclusive (Euro 6)	-	4	70940	31214	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	740d SE	-	4	65465	27495	8-A	47	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
D	740d SE Exclusive	-	4	69160	29047	8-A	50	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
D	740d M Sport	-	4	70740	29711	8-A	48	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
D	740d M Sport Exclusive	-	4	74035	31095	8-A	50	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
PE	ActiveHybrid 7 SE	-	4	66200	27804	8-A	47	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2045	0
PE	ActiveHybrid 7 M Sport	-	4	71475	30020	8-A	48	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2045	0
PE	ActiveHybrid 7 L SE	-	4	69300	29106	8-A	48	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2070	0
PE	ActiveHybrid 7 L M Sport	-	4	74575	31322	8-A	48	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2070	0

X1

Rating ★★★½

Good to drive and less imposing than most crossovers. It's also now plusher inside than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	sDrive16d SE	-	5	24230	13084	6-M	18	118	11.5	57.6	128	1995	114/4000	-	192/1750	-	1555	1800
D	sDrive18d SE	-	5	25330	12665	6-M	22	126	9.6	57.6	128	1995	141/4000	-	236/1750	-	1555	1800
D	sDrive18d SE Auto	-	5	26830	13415	8-A	22	126	9.9	56.5	132	1995	141/4000	-	236/1750	-	1570	1800
D	sDrive18d Sport	-	5	26330	13165	6-M	22	126	9.6	57.6	128	1995	141/4000	-	236/1750	-	1555	1800
D	sDrive18d Sport Auto	-	5	27830	13915	8-A	22	126	9.9	56.5	132	1995	141/4000	-	236/1750	-	1570	1800
D	sDrive18d M Sport	-	5	28330	14165	6-M	22	126	9.6	57.6	128	1995	141/4000	-	236/1750	-	1555	1800
D	sDrive18d M Sport Auto	-	5	29830	14915	8-A	22	126	9.9	56.5	132	1995	141/4000	-	236/1750	-	1570	1800
D	sDrive20d EfficientDynamics	-	5	26760	13380	6-M	24	127	8.3	62.8	119	1995	161/4000	-	280/1750	-	1565	1700
D	sDrive20d EfficientDynamics Business	-	5	28160	14080	6-M	24	127	8.3	62.8	119	1995	161/4000	-	280/1750	-	1565	1700
D	sDrive20d SE	-	5	26760	13380	6-M	24	127	7.8	57.6	129	1995	181/4000	-	280/1750	-	1565	1800
D	sDrive20d SE Auto	-	5	28360	14180	8-A	24	127	7.9	56.5	132	1995	181/4000	-	280/1750	-	1575	1800
D	sDrive20d Sport	-	5	27760	13880	6-M	25	127	7.8	57.6	129	1995	181/4000	-	280/1750	-	1565	1800
D	sDrive20d Sport Auto	-	5	29360	14680	8-A	25	127	7.9	56.5	132	1995	181/4000	-	280/1750	-	1575	1800
D	sDrive20d M Sport	-	5	29760	14880	6-M	25	127	7.8	57.6	129	1995	181/4000	-	280/1750	-	1565	1800
D	sDrive20d M Sport Auto	-	5	31360	15680	8-A	25	127	7.9	56.5	132	1995	181/4000	-	280/1750	-	1575	1800
D	xDrive18d SE	-	5	26830	12878	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d SE Auto	-	5	28330	13598	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive18d Sport	-	5	27830	13358	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d Sport Auto	-	5	29330	14078	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive18d xLine	-	5	28830	13838	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d xLine Auto	-	5	30330	14558	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive18d M Sport	-	5	29830	14318	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d M Sport Auto	-	5	31330	15038	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive20d SE	-	5	28260	13565	6-M	24	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d SE Auto	-	5	29860	14333	8-A	24	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
D	xDrive20d Sport	-	5	29260	14045	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d Sport Auto	-	5	30860	14813	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
D	xDrive20d xLine	-	5	30260	14525	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d xLine Auto	327	5	31860	15293	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
D	xDrive20d M Sport	-	5	31260	15005	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d M Sport Auto	-	5	32860	15773	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
D	xDrive25d xLine	-	5	32540	14968	6-M	26	127	6.8	47.9	154	1995	215/4400	-	332/1500	-	1660	2000
D	xDrive25d xLine Auto	-	5	34140	15704	8-A	26	127	6.8	51.4	145	1995	215/4400	-	332/1500	-	1670	2000
D	xDrive25d M Sport	-	5	33540	15428	6-M	27	127	6.8	47.9	154	1995	215/4400	-	332/1500	-	1660	2000
D	xDrive25d M Sport Auto	-	5	35140	16164	8-A	27	127	6.8	51.4	145	1995	215/4400	-	332/1500	-	1670	2000

X3

Rating ★★★★

X3 fans will approve, with better kit, improved driving experience and kinder mpg figures.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	sDrive18d SE	-	5	31295	18151	6-M	26	121	9.5	56.5	131	1995	148/4000	-	266/1500	-	1735	2000
D	sDrive18d SE Auto	-	5	32820	19036	8-A	26	121	9.8	55.4	133	1995	148/4000	-	266/1500	-	1755	2000
D	xDrive20d SE	-	5	33295	17979	6-M	30	130	8.1	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d SE Auto	-	5	34820	18803	8-A	30	130	8.1	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d xLine	-	5	34795	18789	6-M	30	130	8.1	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d xLine Auto	-	5	36320	19613	8-A	30	130	8.1	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d M Sport	-	5	36295	19599	6-M	31	130	8.1	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d M Sport Auto	-	5	37955	20496	8-A	31	130	8.1	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive30d SE Auto	-	5	40095	21651	8-A	39	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d xLine Auto	-	5	41595	22461	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d M Sport Auto	-	5	43095	23271	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive35d M Sport Auto	-	5	45695	24675	8-A	43	152	5.3	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X4

Rating ★★★★

It's an X3 in a tracksuit and trainers. Bolder, sexier styling puts the sport in sports utility vehicle.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive20d SE	-	5	36895	19185	6-M	31	132	8.0	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d SE Auto	-	5	38555	20049	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d xLine	-	5	38395	19965	6-M	31	132	8.0	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d xLine Auto	-	5	40055	20829	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d M Sport	-	5	39895	20745	6-M	31	132	8.0	52.3	143	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d M Sport Auto	-	5	41555	21609	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive30d xLine Auto	-	5	45195	20790	8-A	40	146	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d M Sport Auto	-	5	46695	21480	8-A	40	146	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive35d M Sport Auto	-	5	49295	23662	8-A	43	153	5.2	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X5

Rating ★★★★½

A more efficient way to carry five plus two kids than ever before, with two-wheel offered for the first time.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	sDrive25d SE Auto	-	5	42945	23190	8-A	41	137	8.2	50.4	149	1995	215/4400	-	332/1500	-	2070	2700
D	sDrive25d M Sport Auto	-	5	46880	25315	8-A	42	137	8.2	49.6	151	1995	215/4400	-	332/1500	-	2070	2700
D	xDrive25d SE Auto	-	5	45250	23530	8-A	42	137	8.2	48.7	154	1995	215/4400	-	332/1500	-	2115	2700
D	xDrive25d M Sport Auto	-	5	49950	25974	8-A	42	137	8.2	47.9	156	1995	215/4400	-	332/1500	-	2115	2700
D	xDrive30d SE Auto	-	5	48250	25090	8-A	44	142	6.8	47.9	156	2993	255/4000	-	413/1500	-	2145	3500
D	xDrive30d M Sport Auto	-	5	52950	27534	8-A	45	142	6.8	47.1	158	2993	255/4000	-	413/1500	-	2145	3500
D	xDrive40d SE Auto	-	5	50910	26473	8-A	46	147	5.9	47.1	157	2993	308/4300	-	465/1500	-	2185	3500
D	xDrive40d M Sport Auto	-	5	55610	28917	8-A	47	147	5.9	47.1	159	2993	308/4300	-	465/1500	-	2185	3500
D	M50d Auto	-	5	64020	33290	8-A	49	155	5.3	42.8	173	2993	375/4000	-	546/2000	-	2265	3500

New X6

Rating COMING SOON

Comprehensively upgraded with more frugal engines, but sticks with the 4x4 coupé fusion idea.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive30d SE Auto	-	5	51150	23529	8-A	45	143	6.7	47.1	157	2993	255/4000	-	413/1500	-	2140	3500
D	xDrive30d M Sport Auto	-	5	55850	26808	8-A	45	143	6.7	47.1	159	2993	255/4000	-	413/1500	-	2140	3500
D	xDrive40d SE Auto	-	5	53810	25829	8-A	46	149	5.8	45.6	163	2993	309/4400	-	465/1500	-	2180	3500
D	xDrive40d M Sport Auto	-	5	58510	28085	8-A	47	149	5.8	44.8	165	2993	309/4400	-	465/1500	-	2180	3500
D	M50d Auto	-	5	66920	25430	8-A	50	155	5.2	42.8	174	2993	375/4000	-	546/2000	-	2260	3500

i3

Rating ★★★★

Kickstarts BMW's new i3 brand in an affordable package, for a BMW. It's desirable and efficient too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		317	5	25980	8314	1-A	21	93	7.2	(118)	0	-	-	168	-	184	1270	0
PE	with Range Extender	-	5	29130	9322	1-A	21	93	7.9	470.8	13	647	36/4800	168	40/4500	184	1390	0

i8

Rating ★★★★

Ground breaking hybrid supercar is great to drive, reasonably priced and makes sense for business users.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE		327	2	94845	tba	6-A	50	155	4.4	134.5	49	1499	228/5800	129	236/3700	184	1490	0

CHRYSLER

UK dealers: 72 **Warranty:** 3 years/60,000miles
Servicing: 21,000miles (Ypsilon TwinAir 18,000 miles, 300C 12,000 miles, Grand Voyager 12,500miles)

Ypsilon

Rating ★★½

Driving experience doesn't quite deliver on the excitement promised from the pavement. It's roomy, but pricey.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	0.9 TwinAir Gold	-	5	12395	5206	5-M	10	109	11.9	67.3	99	875	85/5500	-	107/1900	-	975	750
P	0.9 TwinAir Gold Auto	-	5	13595	5710	5-A	10	109	11.9	68.9	97	875	85/5500	-	107/1900	-	980	750
D	1.3 M-Jet Gold	-	5	13395	5090	5-M	11	114	11.4	74.3	99	1248	94/4000	-	148/1500	-	1050	1000

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
P	0.9 TwinAir Platinum	-	5	13895	5836	5-M	10	109	11.9	67.3	99	875	85/5500	-	107/1900	-	975	750
P	0.9 TwinAir Platinum Auto	-	5	15095	6340	5-A	10	109	11.9	68.9	97	875	85/5500	-	107/1900	-	980	750
D	1.3 M-Jet Platinum	-	5	14895	5660	5-M	11	114	11.4	74.3	99	1248	94/4000	-	148/1500	-	1050	1000

300C
Rating ★★★☆☆

Fabulous road presence, thanks in-yer-face styling, but handles like a wardrobe and drinks like a rock star.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	3.0 CRD V6 Executive	300	4	30020	12008	5-A	40	144	7.4	39.2	191	2987	236/4000	-	398/1600	-	2117	1996

Grand Voyager
Rating ★★★☆☆

It's the kind of vehicle that is bought for the acres of space inside, rather than the driving experience.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	2.8 CRD SE	-	5	28310	13023	6-A	32	115	12.8	35.8	207	2777	176/3800	-	265/1600	-	2242	1600
D	2.8 CRD SR	-	5	30310	13943	6-A	32	115	12.8	35.8	207	2777	176/3800	-	265/1600	-	2242	1600
D	2.8 CRD Limited	-	5	36310	16703	6-A	34	115	12.8	35.8	207	2777	176/3800	-	265/1600	-	2242	1600

CITROËN

UK dealers: 193 **Warranty:** 3 years/60,000miles
Servicing: 12,500miles (2.0 HDi 20,000miles) All C4 Cactus and Picasso models 16,000miles

C-Zero
Rating ★★★☆☆

Keen about town, Citroën's four-seater is a winning choice for city transportation, but is pretty pricey.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
E		-	5	21216	4668	1-A	28	80	15.9	(93)	0	-	-	66	-	133	1120	0

C1
Rating ★★★★☆

Baby Citroën is all grown up, with funky looks, option of an open roof, and frugal engines. It's great to drive, too.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
P	Touch VTi 68	-	3	8245	3298	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel VTi 68	-	3	9495	3798	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel VTi 68	-	5	9895	3958	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68	-	3	10185	4074	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68	-	5	10585	4234	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68	-	3	10435	4174	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68	-	5	10835	4334	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68 ETG	-	5	11085	4434	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Flair PureTech 82	-	3	10535	4214	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Flair PureTech 82	-	5	10935	4374	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Flair Edition PureTech 82	-	3	11235	4494	5-M	12	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Airscape Feel VTi 68	-	3	10495	4198	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel VTi 68	-	5	10895	4358	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel PureTech 82	334	5	11245	4498	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Airscape Feel Edition VTi 68	-	5	11095	4438	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTi 68	-	3	11435	4574	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTi 68	-	5	11835	4734	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTi 68 ETG	-	5	12085	4834	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Airscape Flair PureTech 82	-	3	11535	4614	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Airscape Flair PureTech 82	-	5	11935	4774	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0

C3
Rating ★★★½☆

Won't beat Fiesta for driving edge but oozes style and quality, with a large dollop of French charm.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
P	VT PureTech 68	-	5	11075	4652	5-M	8	101	14.2	65.7	99	999	67/6000	-	70/3000	-	1048	775
D	VT HDi 70	-	5	13230	5557	5-M	10	101	13.5	74.3	99	1398	67/4000	-	118/1750	-	1145	950
P	VTR+ PureTech 82 ETG	-	5	14135	5937	6-A	12	110	14.4	65.7	99	1199	81/5750	-	87/2750	-	1055	1100
D	VTR+ HDi 70	-	5	14590	6128	5-M	10	101	13.5	72.4	101	1398	67/4000	-	118/1750	-	1145	950
D	VTR+ e-HDi 70 ETG	-	5	15210	6388	6-A	10	101	16.2	83.1	87	1398	67/4000	-	118/1750	-	1155	950
D	VTR+ e-HDi 90	-	5	15390	6464	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
D	Selection e-HDi 90	-	5	15740	6611	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
D	Exclusive e-HDi 90	-	5	16240	6821	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
D	Exclusive e-HDi 90 ETG	-	5	16860	7081	6-A	18	111	11.8	74.3	99	1560	91/4000	-	170/1750	-	1165	tba
D	Exclusive BlueHDi 100	-	5	16790	7052	5-M	18	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1280	1150

New DS 3
Rating ★★★★½

Modest changes reaffirm the DS3 as 'the' classy supermini. Entertaining to drive, practical and good value, too.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	DStyle e-HDi 90	-	3	15820	6961	5-M	16	113	12.5	78.5	95	1560	91/4000	-	170/1750	-	1085	1150
D	DStyle Ice e-HDi 90	-	3	17410	7660	5-M	tba	113	12.5	78.5	95	1560	91/4000	-	170/1750	-	1085	1150
D	DSire BlueHDi 120	-	3	18220	8017	6-M	25	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1200	1150
D	DSport BlueHDi 120	329	3	19320	8501	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1200	1150
D	Ultra Prestige BlueHDi 120	-	3	23220	10217	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1200	1150
D	Cabrio DStyle e-HDi 90	318	3	17935	7891	5-M	20	113	12.5	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
D	Cabrio DSport BlueHDi 120	-	3	21415	9423	6-M	26	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1275	1150

Berlingo Multispace
Rating ★★★½☆

Citroën pulls off the balancing act of van-based design that feels like car. There's a Tardis-inspired loadspace too.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	VTR HDi 75 5-seat	-	5	14655	6448	5-M	4	94	17.1	54.3	135	1560	74/4000	-	136/1500	-	1601	1200
D	VTR HDi 90 5-seat	-	5	15105	6646	5-M	7	102	14.3	54.3	135	1560	91/4000	-	170/1750	-	1601	1300
D	VTR HDi 90 7-seat	-	5	15950	7018	5-M	7	101	15.2	51.4	144	1560	91/4000	-	170/1750	-	1674	1170
D	VTR e-HDi 90 ETG6 5-seat	-	5	15875	6985	6-A	9	103	15.5	64.2	115	1560	91/4000	-	170/1750	-	1624	1300
D	Plus HDi 90 5-seat	-	5	15805	6954	5-M	8	102	14.3	54.3	135	1560	91/4000	-	170/1750	-	1601	1300
D	XTR HDi 90 5-seat	-	5	17155	7548	5-M	8	102	14.3	54.3	135	1560	91/4000	-	170/1750	-	1601	1300
D	XTR e-HDi 90 ETG6 5-seat	-	5	17525	7711	6-A	9	103	15.5	64.2	115	1560	91/4000	-	170/1750	-	1624	1300
D	XTR HDi 115 5-seat	300	5	17905	7162	5-M	10	107	12.1	55.4	134	1560	113/3600	-	177/1500	-	1624	1300

C3 Picasso
Rating ★★★★☆

A gem to look at and practical too. HDi engines are strong and won't punish at the pumps.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	VTR+ HDi 90	-	5	16230	6817	5-M	12	108	13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200
D	Selection HDi 90	-	5	16780	7048	5-M	12	108	13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200
D	Exclusive HDi 90	-	5	17330	7279	5-M	12	108	13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200
D	Exclusive HDi 115	316	5	18050	7581	6-M	15	114	11.2	61.4	119	1560	113/3600	-	199/1750	-	1436	1200

C4 Cactus
Rating ★★★★☆

Sets the tone for the future of Citroën cars. It's funky, ultra cool and affordable, and pretty practical, too.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Touch BlueHDi 100	-	5	15490	5886	5-M	18	114	10.7	83.1	87	1560	98/3750	-	187/1750	-	1225	825
P	Feel PureTech 82 ETG	-	5	15390	5848	6-A	7	107	15.0	65.7	98	1199	81/5750	-	87/2750	-	1155	725
D	Feel BlueHDi 100	-	5	16690	6342	5-M	18	114	10.7	83.1	87	1560	98/3750	-	187/1750	-	1225	825
D	Feel BlueHDi 100 Airdream Pack	-	5	16690	6342	5-M	18	114	10.7	91.1	82	1560	98/3750	-	187/1750	-	1225	825
D	Feel e-HDi 92 ETG6	-	5	16890	6418	6-A	16	113	11.4	80.7	92	1560	91/4000	-	170/1750	-	1250	825
P	Flair PureTech 82 ETG	-	5	16790	6380	6-A	8	107	15.0	65.7	100	1199	81/5750	-	87/2750	-	1155	725
D	Flair BlueHDi 100	331	5	18090	6874	5-M	18	114	10.7	83.1	89	1560	98/3750	-	187/1750	-	1225	825
D	Flair e-HDi 92 ETG6	328	5	18290	6950	6-A	16	113	11.4	78.5	94	1560	91/4000	-	170/1750	-	1250	825

LONG TERM TEST
C4
Rating ★★★½☆

Excites the wallet, if not the heart. C4 is dull against a Focus, but refined and economical.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	VTR HDi 90	-	5	16355	6215	5-M	15	112	12.9	70.6	104	1560	91/4000	-	170/1750	-	1388	1350
D	VTR+ HDi 90	-	5	18105	6880	5-M	16	112	12.9	70.6	104	1560	91/4000	-	170/1750	-	1388	1350
D	VTR+ e-HDi 115	-	5	18965	7207	6-M	18	118	11.3	74.3	97	1560	113/3600	-	199/1750	-	1440	1550
D	VTR+ e-HDi 115 ETG6	-	5	19565	7435	6-A	18	118	11.2	76.3	95	1560	113/3600	-	199/1750	-	1440	1550
D	Selection HDi 90	-	5	18605	7070	5-M	17	112	12.9	67.3	109	1560	91/4000	-	170/1750	-	1388	1350
D	Selection e-HDi 115	-	5	19465	7397	6-M	19	118	11.3	74.3	100	1560	113/3600	-	199/1750	-	1440	1550
D	Exclusive e-HDi 115	-	5	20365	7739	6-M	18	118	11.3	74.3	100	1560	113/3600	-	199/1750	-	1440	1550
D	Exclusive e-HDi 115 ETG6	-	5	20965	7967	6-A	18	118	11.2	72.4	101	1560	113/3600	-	199/1750	-	1440	1550
D	Exclusive HDi 150	-	5	21185	8898	6-M	23	129	8.6	56.5	130	1997	148/3750	-	251/2000	-	1501	1750

LONG TERM TEST
DS 4
Rating ★★★½☆

Think C4 dressed up for a wild night out. Despite the funky outfit, it's also relatively practical.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	DSign e-HDi 115	-	5	19425	7382	6-M	18	118	12.4	65.7	113	1560	113/3600	-	199/1750	-	1417	1550
D	DStyle e-HDi 115	-	5	21475	8161	6-M	17	118	12.4	65.7	113	1560	113/3600	-	199/1750	-	1417	1550
D	DStyle e-HDi 115 ETG6	-	5	21975	8351	6-A	17	118	12.4	64.2	114	1560	113/3600	-	199/1750	-	1428	1550
D	DStyle HDi 135	-	5	21900	8322	6-M	21	127	9.4	57.6	130	1997	134/4000	-	236/2000	-	1496	1550
D	DStyle HDi 160	290	5	22700	9080	6-M	23	132	9.3	57.6	130	1997	161/3750	-	251/2000	-	1496	1550
D	DStyle HDi 160 Automatic	-	5	24305	9722	6-A	23	129	9.9	49.6	149	1997	161/3750	-	251/2000	-	1540	1450
D	DSport HDi 160	-	5	23700	9480	6-M	24	132	9.3	57.6	130	1997	161/3750	-	251/2000	-	1496	1550
D	DSport HDi 160 Automatic	-	5	25305	10122	6-A	24	129	9.9	49.6	149	1997	161/3750	-	251/2000	-	1540	1450

LONG TERM TEST
C4 Picasso
Rating ★★★★½

Bold styling and a significant uplift in quality mark this C4 Picasso as being the best yet.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	VTR HDi 90	-	5	18450	7380	5-M	15	108	12.9	67.3	110	1560	91/4000	-	170/1750	-	1279	1450
D	VTR+ HDi 90	-	5	19710	7884	5-M	15	108	12.9	67.3	110	1560	91/4000	-	170/1750	-	1279	1450
D	VTR+ e-HDi 90 ETG6	-	5	20410	8164	6-A	15	109	13.7	74.3	98	1560	91/4000	-	170/1750	-	1289	1400
D	VTR+ e-HDi 115	-	5	20510	8204	6-M	18	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	VTR+ e-HDi 115 ETG6	-	5	21010	8404	6-A	18	117	12.3	70.6	104	1560	113/3600	-	199/1750	-	1295	1600
D	Selection e-HDi 115	-	5	20935	8374	6-M	18	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	Exclusive e-HDi 115	-	5	21810	8724	6-M	17	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	Exclusive e-HDi 115 ETG6	-	5	22310	8924	6-A	17	117	12.3	70.6	105	1560	113/3600	-	199/1750	-	1295	1600
D	Exclusive BlueHDi 150	-	5	23010	9204	6-M	24	130	9.7	72.4	102	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive BlueHDi 150 Automatic	-	5	24010	9604	6-A	24	129	10.2	62.8	117	1997	148/4000	-	273/2000	-	1476	1700
D	Exclusive+ e-HDi 115	-	5	24210	9684	6-M	18	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	Exclusive+ e-HDi 115 ETG6	-	5	24710	9884	6-A	18	117	12.3	70.6	105	1560	113/3600	-	199/1750	-	1295	1600
D	Exclusive+ BlueHDi 150	-	5	25410	10164	6-M	24	130	9.7	70.6	105	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive+ BlueHDi 150 Automatic	-	5	26410	10564	6-A	24	129	10.2	61.4	120	1997	148/4000	-	273/2000	-	1476	1700
D	Grand VTR e-HDi 90 ETG6	-	5	20850	8340	6-A	15	109	14.0	74.3	98	1560	91/4000	-	170/1750	-	1316	1300
D	Grand VTR+ e-HDi 90 ETG6	-	5	22110	8844	6-A	15	109	14.0	74.3	98	1560	91/4000	-	170/1750	-	1316	1300
D	Grand VTR+ e-HDi 115	-	5	22210	8884	6-M	19	117	12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand VTR+ e-HDi 115 ETG6	-	5	22710	9084	6-A	19	117	12.6	70.6	104	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Selection e-HDi 115	-	5	22635	9054	6-M	19	117	12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive e-HDi 115	322	5	23510	9404	6-M	18	117	12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive e-HDi 115 ETG6	-	5	24010	9604	6-A	18	117	12.6	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive BlueHDi 150	-	5	24710	9884	6-M	24	130	9.8	72.4	102	1997	148/4000	-	273/2000	-	1430	1700
D	Grand Exclusive BlueHDi 150 Automatic	-	5	25710	10284	6-A	24	128	10.2	62.8	117	1997	148/4000	-	273/2000	-	1476	1600
D	Grand Exclusive+ e-HDi 115	-	5	25910	10364	6-M	19	117	12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive+ e-HDi 115 ETG6	-	5	26410	10564	6-A	19	117	12.6	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive+ BlueHDi 150	-	5	27110	10844	6-M	25	130	9.8	70.6	105	1997	148/4000	-	273/2000	-	1430	1700
D	Grand Exclusive+ BlueHDi 150 Automatic	-	5	28110	11244	6-A	25	128	10.2	61.4	120	1997	148/4000	-	273/2000	-	1476	1600

DID YOU KNOW?

Daihatsu was the first Japanese car maker to sell cars in the UK, launching the Compagno saloon here in 1966.

LONG TERM TEST
C5
Rating ★★★☆☆

Good looking large car with exceptional refinement and strong, smooth and frugal engines.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	VTR Techno Pack HDi 115	-	4	21670	6934	5-M	20	118	11.6	61.4	120	1560	113/3600	-	177/1500	-	1694	1340
D	VTR+ Techno Pack e-HDi 115 ETG6	-	4	23370	7478	6-A	22	118	12.6	65.7	111	1560	113/3600	-	199/1750	-	1705	1340
D	VTR+ Techno Pack HDi 160	-	4	24070	7702	6-M	28	130	9.1	57.6	129	1997	161/3750	-	251/2000	-	1769	1740
D	Exclusive Techno Pack HDi 160	-	4	25670	8214	6-M	25	130	9.1	57.6	129	1997	161/3750	-	251/2000	-	1769	1740
D	Exclusive Techno Pack HDi 160 Automatic	-	4	27180	8698	6-A	25	130	10.0	45.6	163	1997	161/3750	-	251/2000	-	1795	1390
D	Tourer VTR Techno Pack HDi 115	-	5	22770	7286	5-M	20	116	11.9	61.4	120	1560	113/3600	-	177/1500	-	1742	1300
D	Tourer VTR+ Techno Pack e-HDi 115 ETG6	-	5	24470	7830	6-A	22	118	12.8	65.7	111	1560	113/3600	-	199/1750	-	1745	1300
D	Tourer VTR+ Techno Pack HDi 160	-	5	25180	8058	6-M	28	130	9.3	55.4	133	1997	161/3750	-	251/2000	-	1804	1670
D	Tourer Exclusive Techno Pack HDi 160	-	5	26780	8570	6-M	25	130	9.3	55.4	133	1997	161/3750	-	251/2000	-	1804	1670
D	Tourer Exclusive Techno Pack HDi 160 Automatic	-	5	28280	9050	6-A	25	129	10.2	45.6	163	1997	161/3750	-	251/2000	-	1854	1290

LONG TERM TEST
DS 5
Rating ★★★★☆

Striking design, with exquisite attention to detail. Good to drive too, and a credible alternative to German rivals.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	DSign BlueHDi 120	-	5	23260	8839	6-M	21	119	11.7	72.4	102	1560	118/3600	-	221/1750	-	1725	1500
D	DStyle e-HDi 115 Airdream ETG6	-	5	25890	9838	6-A	20	119	12.0	65.7	112	1560	113/3600	-	199/1750	-	1593	1400
D	DStyle BlueHDi 120	-	5	25890	9838	6-M	22	119	11.7	70.6	104	1560	118/3600	-	221/1750	-	1725	1500
D	DStyle HDi 160	-	5	26895	10220	6-M	24	134	8.5	57.6	128	1997	161/3750	-	251/2000	-	1689	1500
D	DStyle HDi 160 Automatic	-	5	28400	10792	6-A	24	132	9.8	46.3	158	1997	161/3750	-	251/2000	-	1704	1500
DE	DStyle Hybrid4 200	-	5	31600	12008	6-A	27	131	8.3	72.4	102	1997	161/3850	36	221/1750	148	1856	800
D	DSport HDi 160	-	5	28955	11003	6-M	24	134	8.5	57.6	128	1997	161/3750	-	251/2000	-	1689	1500
D	DSport HDi 160 Automatic	299	5	30460	11575	6-A	24	132	9.8	46.3	158	1997	161/3750	-	251/2000	-	1704	1500
D	DSport BlueHDi 180 Automatic	326	5	31580	12000	6-A	30	137	9.2	62.8	118	1997	178/3750	-	295/2000	-	1725	1500
DE	DSport Hybrid4 200 (17-inch wheels)	308	5	33700	12806	6-A	28	131	8.3	85.6	85	1997	161/3850	36	221/1750	148	1856	800
DE	DSport Hybrid4 200 (18-inch wheels)	298	5	33700	12806	6-A	28	131	8.3	72.4	102	1997	161/3850	36	221/1750	148	1856	800

DACIA

UK dealers: 150 **Warranty:** 3 years/60,000miles **Servicing:** 12,000miles

Sandero
Rating ★★★½☆

Does cheap spell nasty? In short, no. It's pretty good, but a shame that the 99g/km diesel isn't available in base spec.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Ambiance dCi 90	-	5	8595	3954	5-M	8	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Lauréate dCi 90	310	5	9795	4506	5-M	10	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Midnight dCi 90	-	5	10345	4759	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Stepway Ambiance dCi 90	-	5	9395	4322	5-M	10	104	11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100
D	Stepway Lauréate dCi 90	-	5	10995	5058	5-M	11	104	11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100

Logan
Rating ★★★½☆

Britain's most affordable estate is exceptionally spacious and a decent drive. No frills space has never been so cheap.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	MCV Ambiance dCi 90	-	5	9595	4414	5-M	11	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150
D	MCV Lauréate dCi 90	319	5	10795	4966	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150

New Duster
Rating ★★★½☆

Save thousands compared to a Qashqai, and get a capable car that's stupendously good value for money.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Ambiance dCi 110 4x2	332	5	11995	6477	6-M	10	106	11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
D	Ambiance dCi 110 4x4	-	5	13995	7277	6-M	10	104	12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500
D	Lauréate dCi 110 4x2	-	5	13495	7287	6-M	11	106	11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
D	Lauréate dCi 110 4x4	-	5	15495	8057	6-M	10	104	12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500

FIAT

UK dealers: 160 **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles (500 18,000miles)

500
Rating ★★★½☆

Fashionable, fun and frugal tribute to Fiat's heritage. Cute and appealing, and unlike MINI, prices are sensible.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
P	Colour Therapy 0.9 TwinAir	-	3	12420	5962	5-M	10	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Colour Therapy 0.9 TwinAir Dualogic	-	3	13170	6322	5-A	10	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	13220	6346	5-M	10	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir Dualogic	-	3	13970	6706	5-A	10	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	13700	6302	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	Lounge 1.3 MultiJet	330	3	14220	6541	5-M	15	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
P	S 0.9 TwinAir	-	3	13370	6418	5-M	12	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	S 0.9 TwinAir Dualogic	-	3	14120	6778	5-A	12	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	S 0.9 TwinAir	-	3	13850	6371	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	S 1.3 MultiJet	-	3	14370	6610	5-M	14	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
P	Cult 0.9 TwinAir	-	3	14720	7066	5-M	13	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Cult 0.9 TwinAir Dualogic	-	3	15200	7296	5-A	13	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	Cult 0.9 TwinAir	-	3	13850	6371	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	Cult 1.3 MultiJet	-	3	15720	7231	5-M	15	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
P	GQ 0.9 TwinAir	-	3	15070	7234	5-M	13	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	GQ 0.9 TwinAir	-	3	15550	7153	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	GQ 1.3 MultiJet	-	3	16070	7392	5-M	15	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800
P	C Colour Therapy 0.9 TwinAir	-	3	14970	7485	5-M	13	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Colour Therapy 0.9 TwinAir Dualogic	-	3	15720	7860	5-A	13	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	15900	7950	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir Dualogic	-	3	16650	8325	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	16500	7590	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Lounge 1.3 MultiJet	-	2	17100	7182	5-M	18	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800
P	C S 0.9 TwinAir	-	3	16170	8085	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C S 0.9 TwinAir Dualogic	-	3	16920	8460	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C S 0.9 TwinAir	-	3	16650	7659	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C S 1.3 MultiJet	-	2	17370	7295	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800
P	C Cult 0.9 TwinAir	-	3	16900	8450	5-M	16	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Cult 0.9 TwinAir Dualogic	-	3	15200	7600	5-A	16	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Cult 0.9 TwinAir	-	3	17500	8050	6-M	19	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800

500 (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C Cult 1.3 MultiJet	-	2	18100	7602	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800
P	C GQ 0.9 TwinAir	-	3	17690	8845	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	C GQ 0.9 TwinAir	-	3	18170	8358	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	C GQ 1.3 MultiJet	-	2	18890	7934	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	980	800

500L
Rating ★★★☆☆

Love your 500 but accidentally had a family? Fiat stretches the Punto to make this rather roomy option available.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop Star 1.3 MultiJet	-	5	16690	7344	5-M	8	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Pop Star 1.3 MultiJet Dualogic	-	5	17590	7740	5-A	8	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Pop Star 1.6 MultiJet	-	5	17690	7784	6-M	17	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Pop Star 1.6 MultiJet	-	5	18190	8004	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Lounge 1.3 MultiJet	-	5	18090	7960	5-M	9	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Lounge 1.3 MultiJet Dualogic	-	5	18990	8356	5-A	9	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Lounge 1.6 MultiJet	316	5	19090	8400	6-M	18	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Lounge 1.6 MultiJet	-	5	19590	8620	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Trekking 1.3 MultiJet	-	5	18790	8268	5-M	7	99	15.3	65.7	114	1248	83/3500	-	148/1500	-	1315	1000
D	Trekking 1.3 MultiJet Dualogic	-	5	19690	8664	5-A	7	98	16.1	67.3	109	1248	83/3500	-	148/1500	-	1395	1000
D	Trekking 1.6 MultiJet	-	5	19790	8708	6-M	15	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
D	Trekking 1.6 MultiJet	-	5	20290	8928	6-M	15	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
D	Beats Edition 1.6 MultiJet	-	5	21290	9368	6-M	16	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
D	Beats Edition 1.6 MultiJet	-	5	21790	9588	6-M	16	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
D	MPW Pop Star 1.3 MultiJet (5-seats)	-	5	17330	7625	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Pop Star 1.3 MultiJet (7-seats)	-	5	18030	7933	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Pop Star 1.3 MultiJet Dualogic (5-seats)	-	5	18230	8021	5-A	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Pop Star 1.3 MultiJet Dualogic (7-seats)	-	5	18930	8329	5-A	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Pop Star 1.6 MultiJet (5-seats)	-	5	18330	8065	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Pop Star 1.6 MultiJet (7-seats)	-	5	19030	8373	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Pop Star 1.6 MultiJet (5-seats)	-	5	18830	8285	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Pop Star 1.6 MultiJet (7-seats)	-	5	19530	8593	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.3 MultiJet (5-seats)	-	5	18830	8285	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Lounge 1.3 MultiJet (7-seats)	-	5	19530	8593	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Lounge 1.3 MultiJet Dualogic (5-seats)	-	5	19730	8681	5-A	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Lounge 1.3 MultiJet Dualogic (7-seats)	-	5	20430	8989	5-A	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Lounge 1.6 MultiJet (5-seats)	-	5	19830	8725	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Lounge 1.6 MultiJet (7-seats)	-	5	20530	9033	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Lounge 1.6 MultiJet (5-seats)	-	5	20330	8945	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.6 MultiJet (7-seats)	-	5	21030	9253	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100

500X
Rating ★★★½☆

Fiat's answer to the booming baby crossover market, sharing its underpinnings with the Jeep Renegade.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Popstar 1.6 MultiJet	-	5	19095	tba	6-M	tba	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Lounge 1.6 MultiJet	-	5	20845	tba	6-M	tba	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 1.6 MultiJet	-	5	20095	tba	6-M	tba	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 2.0 MultiJet 4x4 Automatic	-	5	24095	tba	9-A	tba	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Cross Plus 1.6 MultiJet	-	5	21845	tba	6-M	tba	116	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross Plus 2.0 MultiJet 4x4 Automatic	-	5	25845	tba	9-A	tba	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Opening Edition 2.0 MultiJet 4x4 Automatic	-	5	25845	tba	9-A	tba	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200

Panda
Rating ★★★★☆

Fiat's solution to the urban crush is a practical pipsqueak with pizzazz. It's pretty cheap and nicely kitted out too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop 1.3 MultiJet	-	5	11295	4970	5-M	7	104	12.8	72.4	104	1248	74/4000	-	140/1500	-	1110	900
P	Easy 0.9 TwinAir	-	5	11095	4882	5-M	7	110	11.2	67.3	99	875	85/5500	-	107/1900	-	1050	800
P	Easy 0.9 TwinAir Dualogic	-	5	12160	5350	5-A	7	110	11.5	68.9	95	875	76/5500	-	74/2000	-	1050	800
D	Easy 1.3 MultiJet	-	5	12095	5322	5-M	7	104	12.8	72.4	104	1248	74/4000	-	140/1500	-	1110	900
P	Lounge 0.9 TwinAir	-	5	11595	5102	5-M	7	110	11.2	67.3	99	875	85/5500	-	107/1900	-	1050	800
P	Lounge 0.9 TwinAir Dualogic	-	5	12660	5570	5-A	7	110	11.5	68.9	95	875	76/5500	-	74/2000	-	1050	800
D	Lounge 1.3 MultiJet	300	5	12595	5542	5-M	7	104	12.8	72.4	104	1248	74/4000	-	140/1500	-	1110	900
D	Trekking 1.3 MultiJet	-	5	13795	6070	5-M	7	100	13.2	67.3	109	1248	74/4000	-	140/1500	-	1110	900
D	4x4 1.3 MultiJet	-	5	15295	6730	5-M	7	99	14.5	60.1	125	1248	74/4000	-	140/1500	-	1190	900
D	Antartica 4x4 1.3 MultiJet	-	5	15995	7038	5-M	7	99	14.5	60.1	125	1248	74/4000	-	140/1500	-	1190	900
D	Cross 4x4 1.3 MultiJet	-	5	16945	7456	5-M	9	99	14.3	60.1	125	1248	79/4000	-	140/1500	-	1155	900

Punto
Rating ★★★☆☆

Replaced the Punto Evo, and it's no driver's car but retains all-round appeal as a spacious family hatch.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Easy 1.3 MultiJet	-	3	13775	5235	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1130	1000
D	Easy 1.3 MultiJet	-	5	14375	5463	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1145	1000
D	GBT 1.3 MultiJet	-	3	14275	5425	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1130	1000
D	GBT 1.3 MultiJet	-	5	14875	5653	5-M	13	107	13.1	80.7	90	1248	83/3500	-	148/1500	-	1145	1000

SPEC CHECK
CHOOSING THE IDEAL VAUXHALL CORSA

The latest Corsa is arriving in showrooms just now, and is better to drive than ever before. Despite looking like its predecessor, it has been comprehensively re-engineered. We'd opt for Design trim – strangely priced at exactly the same level as entry-level Life specification, but with additional equipment. We would opt to pay £500 more for the 94bhp 1.3-litre CDTi engine, as it not only offers more power and torque and better performance, but also a reduction in CO_2 emissions by 11g/km and a boost in fuel economy by 8.8mpg. All of the essential equipment is already included, with Bluetooth mobile phone connectivity, air conditioning, cruise control, front fog lights and electric front windows coming as standard. For just £220, there's the option of a winter pack, which comprises of heated seats and steering wheel, which is a snip for making winter motoring more bearable, and though it should really be standard equipment, but isn't, we would pay £110 for a full-size steel spare wheel. A further £150 spent on 15-inch alloy wheels smartens up the exterior of the car nicely, too. Pearlescent paint costs a hefty £545 extra, so we would opt for one of the two standard solid colours – Flame Red would be our choice of hue, which looks pretty smart.

Qubo
Rating ★★★½☆

Who you looking at, fish face? Behind the trout pout though, it's a frugal warehouse on wheels.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.3 MultiJet	-	5	13405	5094	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	Active 1.3 MultiJet Dualogic	-	5	14515	5516	5-A	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5	14405	5474	5-M	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet Dualogic	-	5	15515	5896	5-A	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5	14815	5630	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000
D	Trekking 1.3 MultiJet	-	5	15315	5820	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000

New Doblò
Rating COMING SOON

May well be enormous inside, but it isn't exactly gifted in the looks department.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Easy 1.6 MultiJet Dualogic	-	5	16700	6012	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	Easy 1.6 MultiJet	-	5	15900	6042	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	Easy Air 1.6 MultiJet Dualogic	-	5	17045	6136	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	Easy Air 1.6 MultiJet	-	5	16245	6173	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet Dualogic	-	5	18780	6761	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet	-	5	17980	6832	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba

Doblò
Rating ★★★½☆

A van with windows, sliding doors and huge load capacity spell practical MPV.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	MyLife 1.6 MultiJet Dualogic (5-seat)	-	5	17780	6401	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	MyLife 1.6 MultiJet Dualogic (7-seat)	-	5	18610	6700	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	MyLife 1.6 MultiJet (5-seat)	-	5	16980	6452	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
D	MyLife 1.6 MultiJet (7-seat)	-	5	17810	6768	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
D	MyLife Maxi 1.6 MultiJet Dualogic (5-seat)	-	5	18500	6660	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	MyLife Maxi 1.6 MultiJet Dualogic (7-seat)	-	5	19330	6959	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	MyLife Maxi 1.6 MultiJet (5-seat)	-	5	17700	6726	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
D	MyLife Maxi 1.6 MultiJet (7-seat)	-	5	18530	7041	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
D	Eleganza 1.6 MultiJet Dualogic (5-seat)	-	5	18580	6689	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	Eleganza 1.6 MultiJet Dualogic (7-seat)	-	5	19410	6988	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	Eleganza 1.6 MultiJet (5-seat)	273	5	17780	6756	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
D	Eleganza 1.6 MultiJet (7-seat)	-	5	18610	7072	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
D	Eleganza 2.0 MultiJet (5-seat)	-	5	18080	6870	6-M	13	111	11.3	49.6	150	1956	133/3500	-	236/1500	-	1450	1500
D	Eleganza 2.0 MultiJet (7-seat)	-	5	18910	7186	6-M	13	111	11.3	49.6	150	1956	133/3500	-	236/1500	-	1450	1500
D	Eleganza Maxi 1.6 MultiJet Dualogic (5-seat)	-	5	19300	6948	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	Eleganza Maxi 1.6 MultiJet Dualogic (7-seat)	-	5	20130	7247	5-A	7	98	15.4	56.5	133	1598	90/4000	-	148/1500	-	1410	1300
D	Eleganza Maxi 1.6 MultiJet (5-seat)	-	5	18500	7030	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300
D	Eleganza Maxi 1.6 MultiJet (7-seat)	-	5	19330	7345	6-M	11	102	13.4	54.3	138	1598	103/4000	-	214/1500	-	1410	1300

FORD

UK dealers: 530 **Warranty:** 3 years/60,000miles (Tourneo Connect & Ranger 3 years/100,000miles)
Servicing: 12,500miles (Mondeo 2.0 TDCi 18,000miles) Tourneo Connect & Ranger 20,000miles

Fiesta
Rating ★★★★½

Still Britain's hot-cake car, thanks to near-perfect recipe. The benchmark for supermini thrills.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.5 TDCi	-	3	13845	6092	5-M	8	104	13.5	76.4	98	1498	74/3750	-	136/1750	-	1108	750
D	Style 1.5 TDCi	-	5	14445	6356	5-M	8	104	13.5	76.4	98	1498	74/3750	-	136/1750	-	1118	750
D	Style ECOnetic 1.6 TDCi	-	3	14945	6576	5-M	11	111	12.9	85.6	85	1560	94/3800	-	148/1750	-	1108	0
D	Style ECOnetic 1.6 TDCi	-	5	15545	6840	5-M	11	111	12.9	85.6	85	1560	94/3800	-	148/1750	-	1117	0
P	Zetec 1.0	-	3	13595	5982	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Zetec 1.0	-	5	14195	6246	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Zetec 1.0T EcoBoost	-	3	14095	6202	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Zetec 1.0T EcoBoost	-	5	14695	6466	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
D	Zetec 1.5 TDCi	-	3	14595	6422	5-M	9	104	13.5	76.4	98	1498	74/3750	-	136/1750	-	1108	750
D	Zetec 1.5 TDCi	-	5	15195	6686	5-M	9	104	13.5	76.4	98	1498	74/3750	-	136/1750	-	1118	750
D	Zetec ECOnetic 1.6 TDCi	-	3	15495	6818	5-M	12	111	12.9	85.6	85	1560	94/3800	-	148/1750	-	1108	0
D	Zetec ECOnetic 1.6 TDCi	-	5	16095	7082	5-M	12	111	12.9	85.6	85	1560	94/3800	-	148/1750	-	1117	0
P	Zetec S 1.0T EcoBoost	-	3	15645	6884	5-M	15	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1091	900
D	Zetec S 1.6 TDCi	-	3	16145	7104	5-M	12	112	11.7	78.5	95	1560	94/3800	-	148/1750	-	1108	750
P	Titanium 1.0	-	3	14595	6422	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Titanium 1.0	-	5	15195	6686	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Titanium 1.0T EcoBoost	-	3	15095	6642	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	15695	6906	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium 1.0T EcoBoost	-	3	15595	6862	5-M	15	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	16195	7126	5-M	15	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1101	900
D	Titanium 1.5 TDCi	-	3	15595	6862	5-M	9	104	13.5	76.4	98	1498	74/3750	-	136/1750	-	1108	750
D	Titanium 1.5 TDCi	309	5	16195	7126	5-M	9	104	13.5	76.4	98	1498	74/3750	-	136/1750	-	1118	750
D	Titanium ECOnetic 1.6 TDCi	-	3	16495	7258	5-M	12	111	12.9	85.6	85	1560	94/3800	-	148/1750	-	1108	0
D	Titanium ECOnetic 1.6 TDCi	312	5	17095	7522	5--M	12	111	12.9	85.6	85	1560	94/3800	-	148/1750	-	1117	0
P	Titanium X 1.0T EcoBoost	-	3	16295	7170	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	16895	7434	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium X 1.0T EcoBoost	-	3	16795	7390	5-M	16	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	17395	7654	5-M	16	122	9.4	65.7	99	999	123/6000	-	125/1400	-	1101	900
D	Titanium X 1.6 TDCi	-	3	17295	7610	5-M	13	112	11.7	78.5	95	1560	94/3800	-	148/1750	-	1108	750
D	Titanium X 1.6 TDCi	-	5	17895	7874	5-M	13	112	11.7	78.5	95	1560	94/3800	-	148/1750	-	1117	750

B-MAX
Rating ★★★★☆

Ford creates a baby MPV that might not be beautiful but makes great practical sense with clever rear doors.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	16295	7170	5-M	8	98	16.5	68.9	109	1498	74/3750	-	136/1700	-	1307	750
D	Zetec 1.6 TDCi	-	5	16795	7390	5-M	10	108	13.9	70.6	104	1560	94/3800	-	159/1750	-	1310	750
D	Titanium 1.6 TDCi	-	5	17995	7918	5-M	11	108	13.9	70.6	104	1560	94/3800	-	159/1750	-	1310	750
D	Titanium X 1.6 TDCi	-	5	19195	8446	5-M	11	108	13.9	70.6	104	1560	94/3800	-	159/1750	-	1310	750

EcoSport
Rating ★★½☆☆

Good to drive, but quality is lacking in some key areas. Will still be snapping at Nissan's Juke heels, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	15745	6928	5-M	tba	99	14.0	61.4	120	1498	89/4000	-	151/1750	-	1384	700
D	Titanium 1.5 TDCi	330	5	17045	7500	5-M	9	99	14.0	61.4	120	1498	89/4000	-	151/1750	-	1384	700

New Focus
Rating ★★★★★

Higher tech, elevated quality, together with more frugal engines marks out this revised Focus line-up.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.6 TDCi	-	5	17895	7874	6-M	tba	112	12.5	67.3	109	1560	94/3800	-	159/1750	-	1332	1200
D	Style 1.5 TDCi	-	5	17995	7918	6-M	tba	112	12.0	74.3	98	1499	94/3600	-	199/1500	-	1338	1200
D	Style 1.5 TDCi	-	5	18495	7768	6-M	15	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec 1.6 TDCi	-	5	19395	8146	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Zetec 1.5 TDCi	-	5	19495	8188	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec S 1.6 TDCi	-	5	20645	8671	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Zetec S 1.5 TDCi	-	5	20745	8713	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium 1.6 TDCi	-	5	20895	8776	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Titanium 1.5 TDCi	-	5	20995	8818	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium 2.0 TDCi	-	5	22335	9381	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium 2.0 TDCi Auto	-	5	23585	9906	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	Titanium X 1.5 TDCi	334	5	22995	9658	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium X 2.0 TDCi	-	5	24335	10221	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium X 2.0 TDCi Auto	-	5	25585	10746	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	ST-1 2.0 TDCi	-	5	22195	9322	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	tba
D	ST-2 2.0 TDCi	-	5	23695	9952	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	tba
D	ST-3 2.0 TDCi	-	5	25995	10918	6-M	26	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	tba
D	Estate Style 1.6 TDCi	-	5	18995	7978	6-M	tba	112	12.5	67.3	109	1560	94/3800	-	159/1750	-	1530	1200
D	Estate Style 1.5 TDCi	-	5	19095	8020	6-M	tba	112	12.2	74.3	98	1499	94/3600	-	199/1500	-	1537	1200
D	Estate Style 1.5 TDCi	-	5	19595	8230	6-M	15	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1564	1200
D	Estate Zetec 1.6 TDCi	-	5	20495	8608	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1535	1200
D	Estate Zetec 1.5 TDCi	-	5	20595	8650	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1564	1200
D	Estate Zetec S 1.6 TDCi	-	5	21745	9133	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1535	1200
D	Estate Zetec S 1.5 TDCi	-	5	21845	9175	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1564	1200
D	Estate Titanium 1.6 TDCi	-	5	21995	9238	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1535	1200
D	Estate Titanium 1.5 TDCi	-	5	22095	9280	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1564	1200
D	Estate Titanium 2.0 TDCi	-	5	23435	9843	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1628	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	24685	10368	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1655	1800
D	Estate Titanium X 1.5 TDCi	-	5	24095	10120	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1564	1200
D	Estate Titanium X 2.0 TDCi	-	5	25435	10683	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1628	1800
D	Estate Titanium X 2.0 TDCi Auto	-	5	26685	11208	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1655	1800
D	Estate ST-1 2.0 TDCi	-	5	23295	9784	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	tba
D	Estate ST-2 2.0 TDCi	-	5	24795	10414	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	tba
D	Estate ST-3 2.0 TDCi	-	5	27095	11380	6-M	26	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	tba

C-MAX
LONG TERM TEST

Rating ★★★★½

Handsome C-MAX has acres of space and a nice quality cabin. It's great to pilot too, with frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.6 TDCi	-	5	19150	8043	6-M	16	114	11.3	62.8	117	1560	114/3600	-	199/1750	-	1390	1200
D	Titanium 1.6 TDCi	298	5	20650	8673	6-M	16	114	11.3	62.8	117	1560	114/3600	-	199/1750	-	1390	1200
D	Titanium 2.0 TDCi	-	5	21725	8690	6-M	20	125	9.6	57.7	129	1997	138/3750	-	236/1750	-	1488	1500
D	Titanium 2.0 TDCi Auto	-	5	23105	9242	6-A	20	124	10.1	51.4	144	1997	138/3750	-	236/1750	-	1550	1500
D	Titanium X 1.6 TDCi	-	5	22650	9513	6-M	16	114	11.3	62.8	117	1560	114/3600	-	199/1750	-	1390	1200
D	Titanium X 2.0 TDCi	-	5	24225	10175	6-M	22	130	8.6	57.7	129	1997	161/3750	-	251/2000	-	1488	1500
D	Titanium X 2.0 TDCi Auto	-	5	25605	10754	6-A	22	129	9.3	51.4	144	1997	161/3750	-	251/2000	-	1550	1500
D	Grand Zetec 1.6 TDCi	-	5	20745	8298	6-M	16	112	12.3	60.1	124	1560	114/3600	-	199/1750	-	1504	1200
D	Grand Zetec 2.0 TDCi	-	5	21950	9219	6-M	19	124	10.1	55.4	134	1997	138/3750	-	236/1750	-	1575	1500
D	Grand Zetec 2.0 TDCi Auto	-	5	23200	9744	6-A	19	123	10.5	49.6	149	1997	138/3750	-	236/1750	-	1634	1500

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Grand Titanium 1.6 TDCi	285	5	22045	8818	6-M	16	112	12.3	60.1	124	1560	114/3600	-	199/1750	-	1504	1200
D	Grand Titanium 2.0 TDCi	281	5	23250	9765	6-M	20	124	10.1	55.4	134	1997	138/3750	-	236/1750	-	1575	1500
D	Grand Titanium 2.0 TDCi Auto	-	5	24500	10290	6-A	20	123	10.5	49.6	149	1997	138/3750	-	236/1750	-	1634	1500
D	Grand Titanium X 1.6 TDCi	-	5	24045	9618	6-M	15	112	12.3	60.1	124	1560	114/3600	-	199/1750	-	1504	1200
D	Grand Titanium X 2.0 TDCi	-	5	25750	10815	6-M	22	127	9.2	55.4	134	1997	161/3750	-	251/2000	-	1575	1500
D	Grand Titanium X 2.0 TDCi Auto	-	5	27000	11340	6-A	22	127	9.8	49.6	149	1997	161/3750	-	251/2000	-	1634	1500

LONG TERM TEST

Kuga
Rating ★★★★☆

It's the enthusiasts choice, with a great driving experience. It's bigger, better and more economical than before, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi 2WD	-	5	22695	12255	6-M	22	121	10.1	60.1	122	1997	148/tba	-	273/tba	-	tba	tba
D	Zetec 2.0 TDCi AWD	-	5	24195	12581	6-M	22	119	9.9	54.3	135	1997	148/tba	-	273/tba	-	tba	tba
D	Zetec 2.0 TDCi AWD Auto	-	5	25680	13354	6-A	22	118	10.9	52.3	140	1997	148/tba	-	273/tba	-	tba	tba
D	Titanium 2.0 TDCi 2WD	-	5	24345	13146	6-M	23	121	10.1	60.1	122	1997	148/tba	-	273/tba	-	tba	tba
D	Titanium 2.0 TDCi AWD	-	5	26345	13699	6-M	25	126	9.2	54.3	135	1997	177/tba	-	295/tba	-	tba	tba
D	Titanium 2.0 TDCi AWD Auto	-	5	27830	14472	6-A	25	124	10.0	52.3	140	1997	177/tba	-	295/tba	-	tba	tba
D	Titanium X 2.0 TDCi 2WD	-	5	27095	14631	6-M	23	121	10.1	60.1	122	1997	148/tba	-	273/tba	-	tba	tba
D	Titanium X 2.0 TDCi AWD	-	5	29095	15129	6-M	26	126	9.2	54.3	135	1997	177/tba	-	295/tba	-	tba	tba
D	Titanium X 2.0 TDCi AWD Auto	-	5	30580	15902	6-A	26	124	10.0	52.3	140	1997	177/tba	-	295/tba	-	tba	tba
D	Titanium X Sport 2.0 TDCi 2WD	-	5	30045	16224	6-M	24	121	10.1	60.1	122	1997	148/tba	-	273/tba	-	tba	tba
D	Titanium X Sport 2.0 TDCi AWD	-	5	32045	16663	6-M	27	126	9.2	54.3	135	1997	177/tba	-	295/tba	-	tba	tba
D	Titanium X Sport 2.0 TDCi AWD Auto	-	5	33530	17436	6-A	27	124	10.0	52.3	140	1997	177/tba	-	295/tba	-	tba	tba

New Mondeo
Rating ★★★★½

It's been a long time coming, with sharp Aston Martin-esque styling and super frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	Titanium Hybrid 2.0 Ti-VCT	-	4	24995	10998	6-A	21	116	9.2	67.3	99	1999	184/6000	118	128/4000	tba	1579	0
D	Style 1.6 TDCi ECOnetic	-	5	20795	9150	6-M	17	119	12.1	78.5	94	1560	114/3600	-	199/1750	-	1494	400
D	Style 2.0 TDCi ECOnetic	-	5	21545	9480	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1800
D	Zetec 1.6 TDCi ECOnetic	-	5	21795	9590	6-M	17	119	12.1	78.5	94	1560	114/3600	-	199/1750	-	1494	400
D	Zetec 2.0 TDCi ECOnetic	-	5	22545	9920	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1800
D	Zetec 2.0 TDCi Auto	-	5	23795	10470	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 1.6 TDCi ECOnetic	-	5	22995	10118	6-M	17	119	12.1	78.5	94	1560	114/3600	-	199/1750	-	1494	400
D	Titanium 2.0 TDCi	-	5	23495	10338	6-M	23	134	9.3	64.2	115	1997	148/3500	-	258/2000	-	1578	1800
D	Titanium 2.0 TDCi ECOnetic	-	5	23745	10448	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1800
D	Titanium 2.0 TDCi Auto	-	5	24995	10998	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 2.0 TDCi	-	5	24245	10668	6-M	27	140	8.3	64.2	115	1997	177/3500	-	295/2000	-	1584	1800
D	Titanium 2.0 TDCi Auto	-	5	25745	11328	6-A	27	139	8.6	58.9	125	1997	177/3500	-	295/2000	-	1589	2000
D	Estate Style 1.6 TDCi ECOnetic	-	5	22045	9700	6-M	17	116	12.3	74.3	99	1560	114/3600	-	199/1750	-	1515	400
D	Estate Style 2.0 TDCi ECOnetic	-	5	22795	10030	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	2000
D	Estate Zetec 1.6 TDCi ECOnetic	-	5	23045	10140	6-M	17	116	12.3	74.3	99	1560	114/3600	-	199/1750	-	1515	400
D	Estate Zetec 2.0 TDCi ECOnetic	-	5	23795	10470	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	2000
D	Estate Zetec 2.0 TDCi Auto	-	5	24915	10963	6-A	23	129	10.0	57.6	128	1997	148/3500	-	258/2000	-	1601	2200
D	Estate Titanium 1.6 TDCi ECOnetic	-	5	24245	10668	6-M	17	116	12.3	74.3	99	1560	114/3600	-	199/1750	-	1515	400
D	Estate Titanium 2.0 TDCi	-	5	24745	10888	6-M	23	130	9.4	62.8	117	1997	148/3500	-	258/2000	-	1597	2000
D	Estate Titanium 2.0 TDCi ECOnetic	-	5	24995	10998	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	2000
D	Estate Titanium 2.0 TDCi Auto	-	5	26115	11491	6-A	23	129	10.0	57.6	128	1997	148/3500	-	258/2000	-	1601	2200
D	Estate Titanium 2.0 TDCi	-	5	25495	11218	6-M	27	137	8.4	62.8	117	1997	177/3500	-	295/2000	-	1602	2000
D	Estate Titanium 2.0 TDCi Auto	-	5	26865	11821	6-A	27	134	8.7	57.6	128	1997	177/3500	-	295/2000	-	1609	2200

LONG TERM TEST

Tourneo Connect
Rating ★★★★☆

Much more than a van with windows, with top drawer car-like handling, safety kit and equipment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.6 TDCi	-	5	14945	5380	5-M	6	100	14.7	56.5	130	1560	94/3600	-	170/1500	-	1468	1100
D	Style 1.6 TDCi (Fuel Economy Pack)	-	5	15305	5510	5-M	6	100	14.7	61.4	120	1560	94/3600	-	170/1500	-	1468	1100
D	Zetec 1.6 TDCi	-	5	16595	5974	5-M	6	100	14.7	56.5	130	1560	94/3600	-	170/1500	-	1468	1100
D	Zetec 1.6 TDCi (Fuel Economy Pack)	-	5	16955	6104	5-M	6	100	14.7	61.4	120	1560	94/3600	-	170/1500	-	1468	1100
D	Zetec 1.6 TDCi	-	5	17195	6190	6-M	8	103	13.8	58.9	130	1560	114/3600	-	199/1750	-	1477	1100
D	Titanium 1.6 TDCi	-	5	17595	6334	5-M	7	100	14.7	56.5	130	1560	94/3600	-	170/1500	-	1468	1100
D	Titanium 1.6 TDCi (Fuel Economy Pack)	-	5	17955	6464	5-M	7	100	14.7	61.4	120	1560	94/3600	-	170/1500	-	1468	1100
D	Titanium 1.6 TDCi	-	5	18195	6550	6-M	9	103	13.8	58.9	130	1560	114/3600	-	199/1750	-	1477	1100
D	Grand Style 1.6 TDCi	-	5	17195	6190	5-M	6	100	15.1	56.5	130	1560	94/3600	-	170/1500	-	1524	845
D	Grand Style 1.6 TDCi (Fuel Economy Pack)	-	5	17555	6320	5-M	6	100	15.1	61.4	121	1560	94/3600	-	170/1500	-	1524	845
D	Grand Zetec 1.6 TDCi	-	5	18845	6784	5-M	7	100	15.1	56.5	130	1560	94/3600	-	170/1500	-	1524	845
D	Grand Zetec 1.6 TDCi (Fuel Economy Pack)	-	5	19205	6914	5-M	7	100	15.1	61.4	121	1560	94/3600	-	170/1500	-	1524	845
D	Grand Zetec 1.6 TDCi	-	5	19445	7000	6-M	9	103	14.1	58.9	130	1560	114/3600	-	199/1750	-	1533	845
D	Grand Titanium 1.6 TDCi	325	5	20445	7360	6-M	9	103	14.1	58.9	130	1560	114/3600	-	199/1750	-	1533	845

S-MAX
Rating ★★★★½

Ford rips up the MPV rule book, making parenthood curiously cool. Puts fun back into functional.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.6 TDCi	-	5	24110	11091	6-M	16	112	13.0	54.3	139	1560	114/3600	-	199/1750	-	1703	1400
D	Zetec 2.0 TDCi	-	5	24295	11176	6-M	18	121	10.2	53.3	139	1997	138/3750	-	251/1750	-	1690	1800
D	Zetec 2.0 TDCi Auto	-	5	25825	11880	6-A	18	120	10.9	49.6	149	1997	138/3750	-	251/1750	-	1689	1800
D	Titanium 1.6 TDCi	-	5	25860	11896	6-M	17	112	13.0	54.3	139	1560	114/3600	-	199/1750	-	1703	1400
D	Titanium 2.0 TDCi	-	5	26045	11981	6-M	19	121	10.2	53.3	139	1997	138/3750	-	251/1750	-	1690	1800
D	Titanium 2.0 TDCi Auto	-	5	27575	12685	6-A	19	120	10.9	49.6	149	1997	138/3750	-	251/1750	-	1689	1800
D	Titanium 2.0 TDCi	297	5	26645	12257	6-M	20	127	9.5	53.3	139	1997	161/3750	-	251/2000	-	1690	1800
D	Titanium 2.0 TDCi Auto	273	5	28175	12961	6-A	20	125	10.2	49.6	149	1997	161/3750	-	251/2000	-	1689	1800
D	Titanium 2.2 TDCi	-	5	27870	12820	6-M	26	137	8.6	42.8	174	2179	197/3500	-	310/1750	-	1734	1800
D	Titanium 2.2 TDCi Auto	-	5	29335	13494	6-A	26	132	8.9	39.8	189	2179	197/3500	-	310/1750	-	1733	2000
D	Titanium X Sport 2.0 TDCi	-	5	30395	13982	6-M	22	127	9.5	53.3	139	1997	161/3750	-	251/2000	-	1690	1800
D	Titanium X Sport 2.0 TDCi Auto	-	5	31925	14686	6-A	22	125	10.2	49.6	149	1997	161/3750	-	251/2000	-	1689	1800
D	Titanium X Sport 2.2 TDCi	294	5	31620	14545	6-M	26	137	8.6	42.8	174	2179	197/3500	-	310/1750	-	1734	1800
D	Titanium X Sport 2.2 TDCi Auto	-	5	33085	15219	6-A	26	132	8.9	39.8	189	2179	197/3500	-	310/1750	-	1733	2000

Galaxy
Rating ★★★★☆

One of the best large MPVs on the market. It's top-notch to drive, has lots of space and is practical.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.6 TDCi	-	5	26460	11113	6-M	16	111	13.4	54.3	139	1560	114/3600	-	199/1750	-	1734	1400
D	Zetec 2.0 TDCi	-	5	26645	11191	6-M	20	120	10.6	53.3	139	1997	138/3750	-	236/1750	-	1733	1800
D	Zetec 2.0 TDCi Auto	-	5	28125	11813	6-A	20	118	11.1	49.6	149	1997	138/3750	-	236/1750	-	1731	1800
D	Titanium 1.6 TDCi	-	5	28360	11911	6-M	17	111	13.4	54.3	139	1560	114/3600	-	199/1750	-	1734	1400
D	Titanium 2.0 TDCi	-	5	28545	11989	6-M	20	120	10.6	53.3	139	1997	138/3750	-	236/1750	-	1733	1800
D	Titanium 2.0 TDCi Auto	-	5	30000	12600	6-A	20	118	11.1	49.6	149	1997	138/3750	-	236/1750	-	1731	1800
D	Titanium 2.0 TDCi	-	5	29145	12241	6-M	22	126	9.8	53.3	139	1997	161/3750	-	251/2000	-	1733	1800
D	Titanium 2.0 TDCi Auto	276	5	30625	12863	6-A	22	124	10.4	49.6	149	1997	161/3750	-	251/2000	-	1731	1800
D	Titanium 2.2 TDCi	-	5	30375	12150	6-M	26	134	8.8	41.5	179	2179	197/3500	-	310/1750	-	1840	1800
D	Titanium 2.2 TDCi Auto	-	5	31835	12734	6-A	26	130	9.1	39.8	189	2179	197/3500	-	310/1750	-	1841	2000
D	Titanium X 1.6 TDCi	-	5	30860	12961	6-M	18	111	13.4	54.3	139	1560	114/3600	-	199/1750	-	1734	1400
D	Titanium X 2.0 TDCi	-	5	31045	13039	6-M	21	120	10.6	53.3	139	1997	138/3750	-	236/1750	-	1733	1800
D	Titanium X 2.0 TDCi Auto	-	5	32525	13661	6-A	21	118	11.1	49.6	149	1997	138/3750	-	236/1750	-	1731	1800
D	Titanium X 2.0 TDCi	-	5	31645	13291	6-M	23	126	9.8	53.3	139	1997	161/3750	-	251/2000	-	1733	1800
D	Titanium X 2.0 TDCi Auto	-	5	33125	13913	6-A	23	124	10.4	49.6	149	1997	161/3750	-	251/2000	-	1731	1800
D	Titanium X 2.2 TDCi	-	5	32875	13150	6-M	27	134	8.8	41.5	179	2179	197/3500	-	310/1750	-	1840	1800
D	Titanium X 2.2 TDCi Auto	-	5	34335	13734	6-A	27	130	9.1	39.8	189	2179	197/3500	-	310/1750	-	1841	2000

Ranger
Rating ★★★★☆

Building site, shopping mall, weekend break… this pick-up covers it all, albeit at a hefty price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab XL 2.2 TDCi 4x4	-	4	23945	9099	6-M	11	109	12.3	35.8	208	2198	148/3700	-	277/1500	-	2048	3500
D	Double Cab XLT 2.2 TDCi 4x4	-	4	25811	9808	6-M	11	109	12.3	35.8	208	2198	148/3700	-	277/1500	-	2048	3500
D	Double Cab Limited 1 2.2 TDCi 4x4	299	4	28111	10682	6-M	12	109	12.3	35.8	208	2198	148/3700	-	277/1500	-	2048	3500
D	Double Cab Limited 1 2.2 TDCi 4x4 Auto	-	4	29311	11138	6-A	12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2063	3500
D	Double Cab Limited 1 3.2 TDCi 4x4	-	4	29311	11138	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2073	3500
D	Double Cab Limited 2 2.2 TDCi 4x4	-	4	28711	10910	6-M	12	109	12.3	35.8	208	2198	148/3700	-	277/1500	-	2048	3500
D	Double Cab Limited 2 2.2 TDCi 4x4 Auto	-	4	29911	11366	6-A	12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2063	3500
D	Double Cab Limited 2 3.2 TDCi 4x4	-	4	29911	11366	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2073	3500
D	Double Cab Wildtrak 3.2 TDCi 4x4	-	4	30751	11685	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2073	3500
D	Double Cab Wildtrak 3.2 TDCi 4x4 Auto	-	4	31951	12141	6-A	12	109	10.4	28.2	265	3196	197/3000	-	347/1500	-	2083	3500

GREAT WALL

UK dealers: 54 **Warranty:** 6 years/125,000miles **Servicing:** 10,000miles

Steed
Rating ★★★☆☆

First product for the Chinese company, and it's not bad. It is certainly hard to ignore the value for money prices.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab S	-	4	17942	5383	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab Tracker	-	4	19142	5743	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab SE	-	4	20342	6103	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500

HONDA

UK dealers: 174 **Warranty:** 3 years/90,000miles **Servicing:** Variable schedule

Jazz
Rating ★★★☆☆

Honda ekes max space from modest dimensions. Rises well to urban challenge, falters elsewhere.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	1.3 Hybrid HE	-	5	17150	7546	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HE-T	-	5	18145	7984	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HS	-	5	17650	7766	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HS-T	-	5	18645	8204	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HX	303	5	19250	8470	CVT	16	109	12.3	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HX-T	-	5	20245	8908	CVT	17	109	12.3	62.8	104	1339	87/5800	14	89/4500	58	1162	0

LONG TERM TEST

Civic
Rating ★★★★☆

Looks more complex than sci-fi dad. Rear visibility poor, but new diesel promises fantastic economy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S	-	5	20375	8965	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC S-T	-	5	20920	9205	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus	-	5	21960	9662	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus-T	324	5	22505	9902	6-M	16	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC Black Edition	-	5	22460	9882	6-M	16	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SR	-	5	24360	10718	6-M	16	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC EX Plus	-	5	26460	11642	6-M	16	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	Tourer 1.6 i-DTEC S	328	5	21375	9405	6-M	15	121	10.1	74.3	99	1597	118/4000	-	221/2000	-	1337	1400
D	Tourer 1.6 i-DTEC S-T	-	5	21920	9645	6-M	15	121	10.1	74.3	99	1597	118/4000	-	221/2000	-	1337	1400
D	Tourer 1.6 i-DTEC SE Plus	-	5	22960	10102	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1337	1400
D	Tourer 1.6 i-DTEC SE Plus-T	-	5	23505	10342	6-M	16	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1337	1400
D	Tourer 1.6 i-DTEC SR	-	5	25560	11246	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1337	1400
D	Tourer 1.6 i-DTEC EX Plus	-	5	27460	12082	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1337	1400

Accord
Rating ★★★½☆

Reliability is a given, as is quality and attention to detail. It's pretty spacious and comfortable to drive too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 i-DTEC ES	-	4	25400	10160	6-M	24	132	9.4	53.3	138	2199	148/4000	-	258/2000	-	1542	1700
D	2.2 i-DTEC ES Auto	-	4	26950	10780	5-A	24	129	10.0	46.3	159	2199	148/4000	-	258/2000	-	1615	1100
D	2.2 i-DTEC ES GT	-	4	26320	10528	6-M	24	132	9.5	53.3	138	2199	148/4000	-	258/2000	-	1542	1700
D	2.2 i-DTEC ES GT Auto	-	4	27870	11148	5-A	24	129	10.1	46.3	159	2199	148/4000	-	258/2000	-	1615	1100
D	2.2 i-DTEC EX	-	4	28795	11518	6-M	25	132	9.5	52.3	141	2199	148/4000	-	258/2000	-	1542	1700
D	2.2 i-DTEC EX Auto	-	4	30330	12132	5-A	25	129	10.3	45.6	162	2199	148/4000	-	258/2000	-	1615	1100
D	2.2 i-DTEC Type-S	-	4	31435	11945	6-M	28	137	8.8	50.4	147	2199	177/4000	-	280/2000	-	1575	1700
D	Tourer 2.2 i-DTEC ES	-	5	26895	10758	6-M	24	129	9.7	51.4	143	2199	148/4000	-	258/2000	-	1598	1700
D	Tourer 2.2 i-DTEC ES Auto	-	5	28430	11372	5-A	24	126	10.4	44.8	164	2199	148/4000	-	258/2000	-	1673	1100
D	Tourer 2.2 i-DTEC ES GT	-	5	27870	11148	6-M	24	129	9.8	51.4	143	2199	148/4000	-	258/2000	-	1598	1700
D	Tourer 2.2 i-DTEC ES GT Auto	-	5	29405	11762	5-A	24	126	10.5	44.8	164	2199	148/4000	-	258/2000	-	1673	1100
D	Tourer 2.2 i-DTEC EX	-	5	30330	12132	6-M	25	129	10.1	50.4	146	2199	148/4000	-	258/2000	-	1598	1700
D	Tourer 2.2 i-DTEC EX Auto	-	5	31975	12790	5-A	25	126	10.7	44.1	167	2199	148/4000	-	258/2000	-	1673	1100
D	Tourer 2.2 i-DTEC Type-S	-	5	32925	11853	6-M	28	135	8.8	49.6	150	2199	177/4000	-	280/2000	-	1629	1700

CR-V
Rating ★★★★☆

British-made SUV, that's bigger and better than before. It's greener too, as well as being better to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S 2WD	-	5	23060	11530	6-M	24	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1541	1700
D	1.6 i-DTEC S-T 2WD	-	5	23825	11913	6-M	25	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1541	1700
D	1.6 i-DTEC SE 2WD	-	5	25060	12530	6-M	24	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1541	1700
D	1.6 i-DTEC SE-T 2WD	-	5	25825	12913	6-M	24	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1541	1700
D	1.6 i-DTEC SR 2WD	322	5	27315	13658	6-M	25	113	11.2	60.1	124	1597	118/4000	-	221/2000	-	1541	1700
D	2.2 i-DTEC S	-	5	25205	12098	6-M	26	118	9.7	50.4	144	2199	148/4000	-	258/2000	-	1653	2000
D	2.2 i-DTEC S Auto	-	5	26850	12888	6-A	26	118	10.6	42.8	169	2199	148/4000	-	258/2000	-	1712	1500
D	2.2 i-DTEC S-T	-	5	25970	12466	6-M	26	118	9.7	50.4	144	2199	148/4000	-	258/2000	-	1653	2000
D	2.2 i-DTEC S-T Auto	-	5	27615	13255	6-A	26	118	10.6	42.8	169	2199	148/4000	-	258/2000	-	1712	1500
D	2.2 i-DTEC SE	-	5	27205	13058	6-M	26	118	9.7	50.4	144	2199	148/4000	-	258/2000	-	1653	2000
D	2.2 i-DTEC SE Auto	-	5	28850	13848	6-A	26	118	10.6	42.8	169	2199	148/4000	-	258/2000	-	1712	1500
D	2.2 i-DTEC SE-T	-	5	27970	13426	6-M	26	118	9.7	50.4	144	2199	148/4000	-	258/2000	-	1653	2000
D	2.2 i-DTEC SE-T Auto	-	5	29615	14215	6-A	26	118	10.6	42.8	169	2199	148/4000	-	258/2000	-	1712	1500
D	2.2 i-DTEC SR	-	5	29460	14141	6-M	26	118	9.7	48.7	149	2199	148/4000	-	258/2000	-	1653	2000
D	2.2 i-DTEC SR Auto	-	5	31105	14930	6-A	26	118	10.6	41.5	175	2199	148/4000	-	258/2000	-	1712	1500
D	2.2 i-DTEC Black/White Edition	325	5	30510	14645	6-M	28	118	9.7	50.4	149	2199	148/4000	-	258/2000	-	1653	2000
D	2.2 i-DTEC Black/White Edition Auto	-	5	32155	15434	6-A	28	118	10.6	42.8	174	2199	148/4000	-	258/2000	-	1712	1500
D	2.2 i-DTEC EX	310	5	32305	15506	6-M	27	118	9.7	48.7	149	2199	148/4000	-	258/2000	-	1653	2000
D	2.2 i-DTEC EX Auto	317	5	33950	16296	6-A	27	118	10.6	41.5	175	2199	148/4000	-	258/2000	-	1712	1500

HYUNDAI

UK dealers: 152 **Warranty:** 5 years/Unlimited mileage **Servicing:** 20,000miles (i20, ix20 10,000miles)

i10
Rating ★★★★½

Stylish, comfortable and pretty frugal in Blue Drive guise. It's also decent to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE Blue Drive 1.0	-	5	9910	5153	5-M	1	96	15.1	65.7	98	998	65/5500	-	70/3500	-	933	0

New i20
Rating ★★★★½

Bigger, better equipped and more grown up than before, and holds its own compared to rivals.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Blue 1.1 CRDi	-	5	12445	5476	6-M	6	99	16.0	88.3	84	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.1 CRDi	-	5	14225	6259	6-M	6	99	16.0	70.6	103	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.4 CRDi	-	5	14725	6479	6-M	11	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium 1.4 CRDi	-	5	15275	6721	6-M	12	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium SE 1.4 CRDi	-	5	16725	7359	6-M	12	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110

i20
Rating ★★★½☆

Won't set you on fire, but offers TLC for the wallet. Roomy, and five-year warranty boosts the deal.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.4 CRDi Blue Drive	-	5	13680	6019	6-M	9	108	13.5	76.3	96	1396	89/4000	-	162/1500	-	1232	1100

ix20
Rating ★★★½☆

Lots of space for the cash and looks that are bang up to date. A Shame that the 1.4 CRDi engine is so gruff.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Classic 1.4 CRDi	-	5	13835	5534	6-M	9	104	14.4	62.8	119	1396	89/4000	-	162/1500	-	1370	1300
D	Active 1.6 CRDi Blue Drive	-	5	15385	6154	6-M	13	113	11.5	64.2	117	1582	114/4000	-	192/1900	-	1380	1300
D	Style 1.6 CRDi Blue Drive	300	5	16335	6534	6-M	13	113	11.5	64.2	117	1582	114/4000	-	192/1900	-	1380	1300

i30
Rating ★★★★☆

Step up on previous model, thanks to cleaner design and more involving drive. Adds up to a very wise buy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 CRDi Blue Drive	315	3	18090	7236	6-M	11	115	11.5	74.3	100	1582	109/4000	-	192/1900	-	1421	1500
D	Sport 1.6 CRDi	-	3	19590	7444	6-M	13	122	10.9	68.9	108	1582	126/4000	-	192/1900	-	1421	1500
D	Sport Nav 1.6 CRDi	-	3	20710	7870	6-M	13	122	10.9	68.9	108	1582	126/4000	-	192/1900	-	1421	1500
D	Classic 1.6 CRDi Blue Drive	-	5	17495	7348	6-M	11	115	11.5	76.3	97	1582	109/4000	-	192/1900	-	1360	1500
D	Active 1.6 CRDi Blue Drive	298	5	18595	7810	6-M	11	115	11.5	76.3	97	1582	109/4000	-	192/1900	-	1360	1500
D	Active 1.6 CRDi Auto	-	5	19410	8152	6-A	10	112	12.3	51.4	145	1582	109/4000	-	192/1900	-	1440	1400
D	Style 1.6 CRDi Blue Drive	-	5	19895	7560	6-M	13	117	10.9	74.3	100	1582	126/4000	-	192/1900	-	1386	1500
D	Style Nav 1.6 CRDi Blue Drive	-	5	21015	7986	6-M	13	117	10.9	74.3	100	1582	126/4000	-	192/1900	-	1386	1500
D	Premium 1.6 CRDi	-	5	22715	8632	6-M	13	122	10.9	68.9	108	1582	126/4000	-	192/1900	-	1420	1500
D	Premium 1.6 CRDi Auto	-	5	23530	8941	6-A	13	116	11.7	51.4	145	1582	126/4000	-	192/1900	-	1440	1400
D	Tourer Classic 1.6 CRDi Blue Drive	-	5	18595	7810	6-M	11	115	11.8	67.3	110	1582	109/4000	-	192/1900	-	1467	1500
D	Tourer Active 1.6 CRDi Blue Drive	304	5	19695	8272	6-M	11	115	11.8	67.3	110	1582	109/4000	-	192/1900	-	1467	1500
D	Tourer Active 1.6 CRDi Auto	-	5	20510	8614	6-A	10	112	12.7	50.4	149	1582	109/4000	-	192/1900	-	1503	1400
D	Tourer Style 1.6 CRDi Blue Drive	-	5	20995	8818	6-M	13	120	11.2	64.2	115	1582	126/4000	-	192/1900	-	1467	1500
D	Tourer Style 1.6 CRDi Auto	-	5	21810	9160	6-A	11	115	12.1	50.4	149	1582	126/4000	-	192/1900	-	1503	1400
D	Tourer Style Nav 1.6 CRDi Blue Drive	-	5	22115	9288	6-M	13	120	11.2	64.2	115	1582	126/4000	-	192/1900	-	1467	1500
D	Tourer Style Nav 1.6 CRDi Auto	-	5	22930	9631	6-A	11	115	12.1	50.4	149	1582	126/4000	-	192/1900	-	1503	1400
D	Tourer Premium 1.6 CRDi	-	5	23815	10002	6-M	13	120	11.2	62.8	117	1582	126/4000	-	192/1900	-	1467	1500
D	Tourer Premium 1.6 CRDi Auto	-	5	24630	10345	6-A	13	115	12.1	50.4	149	1582	126/4000	-	192/1900	-	1503	1400

i40
Rating ★★★★☆

Hyundai takes fight to Ford with tempting rival to Mondeo. Great on space, kit and driveability.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.7 CRDi Blue Drive	-	4	19105	8406	6-M	12	119	12.3	65.7	113	1685	114/4000	-	192/1250	-	1601	1500
D	Active 1.7 CRDi Blue Drive	-	4	19905	8360	6-M	16	125	10.3	62.8	119	1685	134/4000	-	240/2000	-	1610	1800
D	Style 1.7 CRDi Blue Drive	-	4	21205	9330	6-M	13	119	12.3	65.7	113	1685	114/4000	-	192/1250	-	1601	1500
D	Style 1.7 CRDi Blue Drive	-	4	22005	9242	6-M	16	125	10.3	62.8	119	1685	134/4000	-	240/2000	-	1610	1800
D	Style 1.7 CRDi Auto	-	4	23770	9983	6-A	16	122	11.6	47.1	159	1685	134/4000	-	240/2000	-	1620	1500
D	Premium 1.7 CRDi Blue Drive	-	4	24405	10250	6-M	17	125	10.3	62.8	119	1685	134/4000	-	240/2000	-	1610	1800
D	Premium 1.7 CRDi Auto	-	4	26170	10991	6-A	17	122	11.6	47.1	159	1685	134/4000	-	240/2000	-	1620	1500
D	Tourer Active 1.7 CRDi Blue Drive	290	5	20355	8956	6-M	12	118	12.9	65.7	113	1685	114/4000	-	192/1250	-	1638	1500

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

i40

Rating ★★★★☆

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Tourer Active 1.7 CRDi Blue Drive	-	5	21155	8885	6-M	16	124	10.6	62.8	119	1685	134/4000	-	240/2000	-	1648	1800
D	Tourer Style 1.7 CRDi Blue Drive	-	5	22455	9880	6-M	13	118	12.9	65.7	113	1685	114/4000	-	192/1250	-	1638	1500
D	Tourer Style 1.7 CRDi Blue Drive	-	5	23255	9767	6-M	16	124	10.6	62.8	119	1685	134/4000	-	240/2000	-	1648	1800
D	Tourer Style 1.7 CRDi Auto	-	5	25015	10506	6-A	16	118	12.0	47.1	159	1685	134/4000	-	240/2000	-	1659	1500
D	Tourer Premium 1.7 CRDi Blue Drive	-	5	25655	10775	6-M	17	124	10.6	62.8	119	1685	134/4000	-	240/2000	-	1648	1800
D	Tourer Premium 1.7 CRDi Auto	-	5	27415	11514	6-A	17	118	12.0	47.1	159	1685	134/4000	-	240/2000	-	1659	1500

ix35

Rating ★★★½☆

Is it as good as it looks? Yes,this refreshed crossover SUV ticks all boxes and shows Hyundai is going places.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.7 CRDi 2WD	-	5	18500	11100	6-M	16	108	12.4	53.3	139	1685	114/4000	-	192/1250	-	1537	1200
D	SE 1.7 CRDi 2WD	-	5	20100	12060	6-M	16	108	12.4	53.3	139	1685	114/4000	-	192/1250	-	1537	1200
D	SE 2.0 CRDi 4WD	-	5	23000	12420	6-M	21	112	11.3	51.4	145	1995	134/4000	-	236/1800	-	1679	2000
D	SE 2.0 CRDi 4WD Automatic	-	5	24465	13211	6-A	21	113	12.1	41.5	179	1995	134/4000	-	236/1800	-	1712	1600
D	SE Nav 1.7 CRDi 2WD	-	5	21150	12690	6-M	17	108	12.4	53.3	139	1685	114/4000	-	192/1250	-	1537	1200
D	SE Nav 2.0 CRDi 4WD	-	5	24050	12987	6-M	21	112	11.3	51.4	145	1995	134/4000	-	236/1800	-	1679	2000
D	SE Nav 2.0 CRDi 4WD Automatic	-	5	25515	13778	6-A	21	113	12.1	41.5	179	1995	134/4000	-	236/1800	-	1712	1600
D	Premium 1.7 CRDi 2WD	319	5	22850	13710	6-M	17	108	12.4	50.4	147	1685	114/4000	-	192/1250	-	1537	1200
D	Premium 2.0 CRDi 4WD	-	5	25750	13905	6-M	21	112	11.3	49.6	149	1995	134/4000	-	236/1800	-	1679	2000
D	Premium 2.0 CRDi 4WD Automatic	-	5	27215	14696	6-A	21	113	12.1	40.4	183	1995	134/4000	-	236/1800	-	1712	1600
D	Premium Panorama 1.7 CRDi 2WD	-	5	23650	14190	6-M	17	108	12.4	50.4	147	1685	114/4000	-	192/1250	-	1537	1200
D	Premium Panorama 2.0 CRDi 4WD	-	5	26550	14337	6-M	21	112	11.3	49.6	149	1995	134/4000	-	236/1800	-	1679	2000
D	Premium Panorama 2.0 CRDi 4WD Automatic	-	5	28015	15128	6-A	21	113	12.1	40.4	183	1995	134/4000	-	236/1800	-	1712	1600

Santa Fe

Rating ★★★½☆

A significant advance compared to the outgoing model. It's also pricier and more upmarket too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.2 CRDi 4WD 5 seat	-	5	27995	13998	6-M	25	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1929	2500
D	SE 2.2 CRDi 4WD 7 seat	-	5	29145	14573	6-M	25	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	SE 2.2 CRDi 4WD 5 seat Auto	-	5	29705	14853	6-A	25	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	1968	2000
D	SE 2.2 CRDi 4WD 7 seat Auto	-	5	30855	15428	6-A	25	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D	Premium 2.2 CRDi 4WD 5 seat	-	5	30595	15298	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1929	2500
D	Premium 2.2 CRDi 4WD 7 seat	307	5	31900	15950	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	Premium 2.2 CRDi 4WD 5 seat Auto	-	5	32305	16153	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	1968	2000
D	Premium 2.2 CRDi 4WD 7 seat Auto	-	5	33610	16805	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D	Premium SE 2.2 CRDi 4WD 7 seat	-	5	35395	17698	6-M	20	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	Premium SE 2.2 CRDi 4WD 7 seat Auto	-	5	37105	18553	6-A	20	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000

i800

Rating ★★★☆☆

Hyundai's tour bus can carry eight and all their bags. Van-derived but piece of cake to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 2.5 CRDi	-	5	22700	9988	6-M	28	104	17.6	37.7	197	2497	134/3800	-	253/1500	-	2238	2300
D	Style 2.5 CRDi Auto	297	5	24620	10833	5-A	31	112	14.4	32.1	231	2497	168/3600	-	325/2000	-	2248	1500

INFINITI

UK dealers: 12 **Warranty:** 3 years/60,000miles
Servicing: 12,000miles (15,500miles 2.2d) 9,000miles hybrid

Q50

Rating ★★★☆☆

First Infiniti to use Mercedes technology to take on and beat the C-Class at its own game.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.2d	-	4	27950	11739	6-M	39	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1716	1500
D	SE 2.2d Auto	-	4	29500	12390	7-A	39	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1744	1500
D	Premium 2.2d	-	4	30350	12747	6-M	40	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1723	1500
D	Premium 2.2d Auto	323	4	31900	13398	7-A	40	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1750	1500
D	Premium Tech 2.2d	-	4	36850	15477	6-M	40	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1723	1500
D	Premium Tech 2.2d Auto	-	4	38400	16128	7-A	40	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1750	1500
D	Sport 2.2d	-	4	32720	13742	6-M	40	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1736	1500
D	Sport 2.2d Auto	-	4	34270	14393	7-A	40	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1764	1500
PE	S Hybrid Sport Auto	-	4	39995	16798	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1825	1500
PE	S Hybrid Sport AWD Auto	-	4	41640	17489	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1901	1500
D	Sport Tech 2.2d	-	4	37620	15800	6-M	40	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1736	1500
D	Sport Tech 2.2d Auto	-	4	39170	16451	7-A	40	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1764	1500
PE	S Hybrid Sport Tech Auto	-	4	44895	18856	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1825	1500
PE	S Hybrid Sport Tech AWD Auto	-	4	46540	19547	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1901	1500

New Q70

Rating COMING SOON

Reinvigorated for 2015 with more frugal engines and better value pricing, to battle Audi and BMW in its heartland.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Premium 2.2d Auto	-	4	32650	11754	7-A	35	tba	tba	57.6	129	2143	168/tba	-	295/1600	-	tba	tba
PE	Premium Hybrid Auto	-	4	42500	15300	7-A	43	tba	5.3	45.6	145	3498	tba	-	tba	-	tba	tba
D	Premium Tech 2.2d Auto	-	4	36750	13230	7-A	36	tba	tba	57.6	129	2143	168/tba	-	295/1600	-	tba	tba
PE	Premium Tech Hybrid Auto	-	4	46600	16776	7-A	43	tba	5.3	45.6	145	3498	tba	-	tba	-	tba	tba
D	Sport 2.2d Auto	-	4	35850	12906	7-A	35	tba	tba	57.6	129	2143	168/tba	-	295/1600	-	tba	tba
D	Sport Tech 2.2d Auto	-	4	38200	13752	7-A	36	tba	tba	57.6	129	2143	168/tba	-	295/1600	-	tba	tba

QX50

Rating ★★★☆☆

Think Qashqai crossed with a Bentley. Looks great, but is cramped and inherits the latter's thirst.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0d Auto	-	5	34488	12416	7-A	43	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D	GT 3.0d Auto	-	5	38439	13838	7-A	44	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D	GT Premium 3.0d Auto	278	5	42571	15326	7-A	44	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000

QX70

Rating ★★★☆☆

A price cut, a name change and more frugal engine marks what is a monsterous, but classy package.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GT 3.0d Auto	-	5	42370	15253	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	GT Premium 3.0d Auto	-	5	46820	16855	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S 3.0d Auto	-	5	44470	16009	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S Premium 3.0d Auto	-	5	48920	17611	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S Design 3.0d Auto	-	5	49620	17863	7-A	tba	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200

ISUZU

UK dealers: 106 **Warranty:** 5 years/125,000miles **Servicing:** 12,000miles

D-Max

LONG TERM TEST

Rating ★★★½☆

Isuzu plays catch up with a solid effort. It's a refined machine, that's car-like and will go just about anywhere.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	4x4 Double Cab	-	4	22144	8415	6-M	9	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1970	3500
D	4x4 Double Cab Eiger	-	4	23044	8757	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1954	3500
D	4x4 Double Cab Yukon	-	4	24244	9213	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1978	3500
D	4x4 Double Cab Yukon Automatic	-	4	25444	9669	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1983	3500
D	4x4 Double Cab Utah	-	4	26044	9897	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1987	3500
D	4x4 Double Cab Utah Automatic	306	4	27244	10353	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500
D	4x4 Double Cab Blade	-	4	29938	11376	6-M	13	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1987	3500
D	4x4 Double Cab Blade Automatic	-	4	31138	11832	5-A	13	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500

JAGUAR

UK dealers: 89 **Warranty:** 3 years/Unlimited mileage **Servicing:** 16,000miles

XE

Rating COMING SOON

Jaguar's answer to the BMW 3 Series. Brand new engines and aluminium platform mean top-class efficiency.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 Diesel	-	4	29775	13697	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
D	SE 2.0 Diesel Auto	-	4	31525	14502	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D	Prestige 2.0 Diesel	-	4	30775	14157	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
D	Prestige 2.0 Diesel Auto	-	4	32525	14962	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D	R-Sport 2.0 Diesel	-	4	32325	14870	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
D	R-Sport 2.0 Diesel Auto	-	4	34075	15675	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D	Portfolio 2.0 Diesel	-	4	32975	15169	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tba
D	Portfolio 2.0 Diesel Auto	-	4	34725	15974	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D	SE 2.0 Diesel	-	4	30275	13927	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D	SE 2.0 Diesel Auto	-	4	32025	14732	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
D	Prestige 2.0 Diesel	-	4	31275	14387	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D	Prestige 2.0 Diesel Auto	-	4	33025	15192	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
D	R-Sport 2.0 Diesel	-	4	33025	15192	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D	R-Sport 2.0 Diesel Auto	-	4	34775	15997	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
D	Portfolio 2.0 Diesel	-	4	33675	15491	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D	Portfolio 2.0 Diesel Auto	-	4	35425	16296	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba

XF

Rating ★★★★½

Jaguar gives up pipe smoking: XF is traditional, but is a technological beauty both inside and out.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 Diesel Luxury	300	4	33445	16054	8-A	33	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	2.2 Diesel R-Sport	-	4	34695	16654	8-A	40	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	2.2 Diesel Portfolio	-	4	37195	17854	8-A	41	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	2.2 Diesel Luxury	-	4	34550	15893	8-A	38	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	2.2 Diesel R-Sport	-	4	36250	16675	8-A	42	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	2.2 Diesel R-Sport Black	-	4	38350	17641	8-A	44	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	2.2 Diesel Portfolio	-	4	38700	17802	8-A	40	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	3.0 V6 Diesel S Portfolio	293	4	49515	23767	8-A	44	155	6.4	47.1	159	2993	271/4000	-	443/2000	-	1770	1850
D	Sportbrake 2.2 Diesel Luxury	-	5	35945	17254	8-A	33	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake 2.2 Diesel R-Sport	-	5	37195	17854	8-A	40	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake 2.2 Diesel Portfolio	-	5	39695	19054	8-A	41	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake 2.2 Diesel Luxury	-	5	37050	17043	8-A	38	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 2.2 Diesel R-Sport	-	5	38750	17825	8-A	42	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 2.2 Diesel R-Sport Black	-	5	40850	18791	8-A	44	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 2.2 Diesel Portfolio	307	5	41200	18952	8-A	40	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 3.0 V6 Diesel S Portfolio	-	5	51995	24958	8-A	44	155	6.6	46.3	163	2993	271/4000	-	443/2000	-	1880	1850

XJ

Rating ★★★★½

Traffic-stopping looks a real gamble - it's what red carpets are made for. Exceptionally refined and super luxurious.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 V6 Diesel Luxury	-	4	56870	26160	8-A	48	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	3.0 V6 Diesel Premium Luxury	-	4	60670	27908	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	3.0 V6 Diesel Portfolio	-	4	67870	31220	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	L 3.0 V6 Diesel Luxury	-	4	59980	27591	8-A	48	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
D	L 3.0 V6 Diesel Premium Luxury	-	4	63780	29339	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
D	L 3.0 V6 Diesel Portfolio	-	4	70980	32651	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0

JEEP

UK dealers: 72 **Warranty:** 3 years/60,000miles
Servicing: 15,000miles (Cherokee/Grand Cherokee 12,500miles)

Renegade

Rating ★★★½☆

Best Jeep yet shares its underpinnings with Fiat 500X. Mature road manners, lots of space and keen pricing.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 Sport	-	5	18695	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	1.6 Longitude	-	5	20295	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.0 Longitude 4x4	-	5	22795	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	1.6 Limited	-	5	22895	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.0 Limited 4xx4	-	5	25395	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.0 Trailhawk 4x4 Auto	-	5	27995	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	1.6 Opening Edition	-	5	23195	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba
D	2.0 Opening Edition 4x4	-	5	25695	tba	tba	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba

Compass

Rating ★★★☆☆

Ironic name, as it's slightly unsure what it is. Not bad to drive though, but there are classier rivals out there.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 CRD Limited 4x4	-	5	25740	8237	6-M	28	125	9.8	42.8	172	2143	161/3600	-	236/1400	-	1605	2000

Cherokee

Rating ★★★½☆

Bolder styling and more competent than its predecessors. 2.0-litre engines are more frugal, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 Longitude	-	5	25495	10198	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude 4x4	-	5	27495	10998	6-M	26	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.0 Longitude 4x4 Auto	-	5	29995	11998	9-A	27	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475
D	2.0 Longitude Plus	-	5	27695	11078	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude Plus 4x4	-	5	29695	11878	6-M	27	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.0 Longitude Plus 4x4 Auto	-	5	32195	12878	9-A	28	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475
D	2.0 Limited	-	5	31195	12478	6-M	27	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Limited 4x4	329	5	33195	13278	6-M	28	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.0 Limited 4x4 Auto	-	5	35695	14278	9-A	29	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475
D	2.0 Limited 4x4 Auto (Active Drive II)	-	5	37195	14878	9-A	29	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475

Grand Cherokee

Rating ★★★☆☆

As classy as a Harvard-educated cowboy. It's refined enough, and also ready to take to the rough stuff.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 CRD V6 Laredo Auto	-	5	37705	15082	8-A	36	119	10.2	37.7	198	2987	188/4000	-	325/1600	-	2328	3500
D	3.0 CRD V6 Limited Auto	-	5	40295	16118	8-A	40	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Limited+ Auto	-	5	43295	17318	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Overland Auto	-	5	46995	18798	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Summit Auto	-	5	50795	20318	8-A	43	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500

Wrangler

Rating ★★½☆☆

On-road manners are improved, but this is still a rock-climbing tool. It may lack creature comforts, but it's pure fun.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.8 CRD Sahara Auto	-	2	29010	9283	5-A	24	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Overland Auto	-	2	31160	9971	5-A	25	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Polar Auto	-	2	32330	10346	5-A	31	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Sahara Auto	303	4	30680	9818	5-A	24	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD Overland Auto	-	4	32830	10506	5-A	25	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD Polar Auto	-	4	34000	10880	5-A	31	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000

KIA

UK dealers: 180 **Warranty:** 7 years/100,000miles **Servicing:** 20,000miles (Picanto/Soul EV 10,000miles)

Picanto

Rating ★★★½☆

Looks great, is nicely priced, and that seven-year warranty makes it one of the star buys of the segment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1 1.0	-	3	8145	3584	5-M	3	95	13.9	67.3	99	998	68/6200	-	70/3500	-	915	700
P	VR7 1.0	-	3	9645	4244	5-M	6	95	13.9	67.3	99	998	68/6200	-	70/3500	-	915	700
P	1 1.0	-	5	8345	3672	5-M	3	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	1 Air 1.0	-	5	8945	3936	5-M	4	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	VR7 1.0	-	5	9845	4332	5-M	6	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	2 1.0	-	5	9945	4376	5-M	4	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	2 1.25	-	5	10545	4218	5-M	7	106	11.0	65.7	100	1248	83/6000	-	89/4000	-	930	700

Rio

Rating COMING SOON

Utterly sensible supermini that's great value, decent to pilot, and has frugal, refined, zingy engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3 1.4 CRDi	-	3	15545	6840	6-M	6	106	12.6	70.6	98	1396	89/tba	-	162/tba	-	tba	tba
D	1 1.1 CRDi	-	5	12245	6367	6-M	2	98	14.9	88.3	86	1120	74/tba	-	125/tba	-	tba	tba
D	1 Air 1.1 CRDi	-	5	13045	6523	6-M	1	98	14.9	78.5	94	1120	74/tba	-	125/tba	-	tba	tba
D	SR7 1.1 CRDi	-	5	13745	6873	6-M	2	100	15.5	78.5	94	1120	74/tba	-	125/tba	-	tba	tba
D	2 1.1 CRDi	-	5	14145	7073	6-M	2	100	15.5	74.3	94	1120	74/tba	-	125/tba	-	tba	tba
D	2 1.4 CRDi	-	5	14745	6783	6-M	6	106	12.6	70.6	98	1396	89/tba	-	162/tba	-	tba	tba
D	3 1.4 CRDi	-	5	16145	7427	6-M	6	106	12.6	70.6	98	1396	89/tba	-	162/tba	-	tba	tba
D	4 1.4 CRDi	-	5	17445	8025	6-M	7	106	12.6	70.6	98	1396	89/tba	-	162/tba	-	tba	tba

Venga

Rating COMING SOON

Nicely kitted out, spacious with great versatility. Pricier now that base diesels have been deleted, but still a good buy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SR7 1.4 CRDi	-	5	14895	6554	6-M	10	tba	tba	62.8	119	1396	89/tba	-	162/tba	-	tba	tba
D	2 1.4 CRDi	-	5	15195	6686	6-M	10	tba	tba	62.8	119	1396	89/tba	-	162/tba	-	tba	tba
D	3 1.6 CRDi	-	5	17475	7689	6-M	14	tba	tba	64.2	117	1582	114/tba	-	192/tba	-	tba	tba
D	4 1.6 CRDi	-	5	18570	8171	6-M	14	tba	tba	64.2	117	1582	114/tba	-	192/tba	-	tba	tba

Soul

Rating ★★★★☆

Significant uplift in quality and more impressive driving manners, thanks to now being based on the cee'd.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Connect 1.6 CRDi	-	5	16600	7968	6-M	9	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Connect 1.6 CRDi Auto	-	5	18100	8688	6-A	9	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Connect Plus 1.6 CRDi	326	5	17700	8496	6-M	10	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Connect Plus 1.6 CRDi Auto	-	5	19200	9216	6-A	10	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Mixx 1.6 CRDi	-	5	19950	9576	6-M	10	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Mixx 1.6 CRDi Auto	-	5	21450	10296	6-A	10	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Maxx 1.6 CRDi	-	5	21750	10440	6-M	11	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Maxx 1.6 CRDi Auto	-	5	23250	11160	6-A	10	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
E	EV	332	5	24995	tba	1-A	19	90	10.8	(132)	0	-	-	109	-	210	1565	0

cee'd

Rating ★★★★½

One of the best mid-sized cars about, with serious all-round appeal. Shame it's saddled with a silly name.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.4 CRDi	-	5	16095	7082	6-M	6	106	13.0	68.9	109	1396	89/4000	-	162/1500	-	1365	1500
D	1 1.6 CRDi	-	5	16695	7346	6-M	12	122	11.5	76.3	97	1582	126/4000	-	192/1900	-	1375	1500
D	SR7 1.4 CRDi	-	5	16940	7454	6-M	8	106	13.0	65.7	114	1396	89/4000	-	162/1500	-	1365	1500
D	2 1.6 CRDi	308	5	18695	8226	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	2 1.6 CRDi Auto	-	5	19805	8714	6-A	13	116	11.3	51.4	145	1582	126/4000	-	192/1900	-	1385	1300
D	3 1.6 CRDi	-	5	20495	9018	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	3 1.6 CRDi Auto	-	5	21605	9506	6-A	13	116	11.3	51.4	145	1582	126/4000	-	192/1900	-	1385	1300
D	4 1.6 CRDi	-	5	22095	9722	6-M	14	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTRIC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	4 Tech 1.6 CRDi	-	5	23995	10558	6-M	15	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	Sportswagon 1 1.4 CRDi	-	5	17295	7610	6-M	6	106	13.4	67.3	109	1396	89/4000	-	162/1500	-	1411	1500
D	Sportswagon 1 1.6 CRDi	-	5	18095	7600	6-M	12	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 2 1.6 CRDi	-	5	19695	8272	6-M	13	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 2 1.6 CRDi Auto	-	5	20805	8738	6-A	13	115	11.7	50.4	149	1582	126/4000	-	192/1900	-	1441	1300
D	Sportswagon 3 1.6 CRDi	-	5	21495	9028	6-M	13	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 3 1.6 CRDi Auto	-	5	22605	9494	6-A	13	115	11.7	50.4	149	1582	126/4000	-	192/1900	-	1441	1300
D	Sportswagon 4 1.6 CRDi	-	5	23295	9784	6-M	14	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 4 Tech 1.6 CRDi	306	5	25195	10582	6-M	15	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500

LONG TERM TEST

pro_cee'd

Rating ★★★½

Shapely new cee'd three-door takes a step up in price compared to before. Nice to drive, but little for enthusiasts.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 CRDi	-	3	18995	8358	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	SE 1.6 CRDi	320	3	20995	9238	6-M	13	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	SE Tech 1.6 CRDi	-	3	23095	10162	6-M	13	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500

Optima

Rating ★★★½

Looks great, performs alright and is a comfortable place to hang out. It's well priced to lure Mondeo man, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi	-	4	19995	8398	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi	-	4	22895	9616	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi Auto	-	4	24450	10269	6-A	17	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300
D	3 1.7 CRDi	333	4	25795	10834	6-M	20	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	3 1.7 CRDi Auto	-	4	27350	11487	6-A	20	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300

Carens

Rating ★★★★

Like night and day compared to previous car. Good to drive, well equipped and keenly priced. What's not to love?

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi	-	5	19590	7052	6-M	12	112	12.6	60.1	124	1685	114/4000	-	192/1250	-	1581	1500
D	SR7 1.7 CRDi	-	5	20690	7448	6-M	12	112	12.6	tba	120	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi	-	5	20995	7558	6-M	12	112	12.6	60.1	124	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi Auto	-	5	22400	7616	6-A	16	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600	1500
D	3 1.7 CRDi	318	5	24300	8262	6-M	16	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591	1500
D	4 1.7 CRDi	-	5	25650	8721	6-M	17	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591	1500
D	4 1.7 CRDi Auto	-	5	27055	9199	6-A	17	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600	1500

Sportage

Rating ★★★★

The thinking driver's Evoque? Sportage delivers on looks and performance. All for sensible money.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi 2WD	-	5	19100	11078	6-M	12	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-1 2.0 CRDi AWD	-	5	21500	14620	6-M	16	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	2 1.7 CRDi 2WD	-	5	21200	12296	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-2 2.0 CRDi AWD	-	5	23600	16048	6-M	17	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	KX-2 2.0 CRDi AWD Auto	-	5	24905	16935	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676	1600
D	Alpine Edition 1.7 CRDi 2WD	-	5	22895	13279	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	Alpine Edition 2.0 CRDi AWD Auto	-	5	26595	18085	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676	1600
D	3 1.7 CRDi 2WD	-	5	23100	13398	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 2.0 CRDi AWD	-	5	25500	17340	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 2.0 CRDi AWD Auto	-	5	26805	18227	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	3 Sat Nav 1.7 CRDi 2WD	323	5	23900	13862	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 Sat Nav 2.0 CRDi AWD	-	5	26300	17884	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 Sat Nav 2.0 CRDi AWD Auto	-	5	27605	18771	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	4 1.7 CRDi 2WD	-	5	25000	14500	6-M	14	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-4 2.0 CRDi AWD	-	5	28200	15228	6-M	18	120	9.5	46.3	158	1995	181/4000	-	282/1800	-	1600	2000
D	KX-4 2.0 CRDi AWD Auto	-	5	29505	15933	6-A	18	121	9.5	39.2	189	1995	181/4000	-	289/1800	-	1676	1600

LONG TERM TEST

Sorento

Rating ★★★½

Large SUV that's spacious and comfortable, with smooth engine and a pretty decent driving experience.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	KX-1 2.2 CRDi AWD	-	5	26995	14037	6-M	21	118	9.4	47.9	155	2199	194/3800	-	311/1800	-	1891	2500
D	KX-2 2.2 CRDi AWD	307	5	29400	15288	6-M	21	118	9.4	47.9	155	2199	194/3800	-	311/1800	-	1891	2500
D	KX-2 2.2 CRDi AWD Auto	-	5	30900	16068	6-A	21	118	9.5	42.2	175	2199	194/3800	-	322/1800	-	1919	2000
D	KX-2 Sat Nav 2.2 CRDi AWD	-	5	30500	15860	6-M	22	118	9.4	47.9	155	2199	194/3800	-	311/1800	-	1891	2500
D	KX-2 Sat Nav 2.2 CRDi AWD Auto	-	5	32000	16640	6-A	22	118	9.5	42.2	175	2199	194/3800	-	322/1800	-	1919	2000
D	KX-3 2.2 CRDi AWD Auto	-	5	35605	18515	6-A	25	118	9.5	41.5	178	2199	194/3800	-	322/1800	-	1919	2000
D	KX-4 2.2 CRDi AWD Auto	-	5	36805	19139	6-A	27	118	9.5	41.5	178	2199	194/3800	-	322/1800	-	1919	2000

LAND ROVER

UK dealers: 117 **Warranty:** 3 years/Unlimited mileage **Servicing:** 16,000miles (Defender 12,000miles)

Defender

Rating ★★★

Ready for a museum podium as maker prepares 2015 replacement. Iconic go-anywhere hardware.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	90 Station Wagon	-	3	25265	tba	6-M	25	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 County Station Wagon	-	3	27305	tba	6-M	25	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 Heritage Edition Station Wagon	-	3	tba	tba	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 XS Station Wagon	297	3	30505	tba	6-M	26	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 Adventure Edition Station Wagon	-	3	43495	tba	6-M	tba	tba	tba	tba	tba	2198	148/tba	-	295/tba	-	tba	tba
D	90 Autobiography Edition Station Wagon	-	3	61845	tba	6-M	tba	tba	tba	tba	tba	2198	148/tba	-	295/tba	-	tba	tba
D	110 Station Wagon	-	5	27620	tba	6-M	27	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 County Station Wagon	-	5	29550	tba	6-M	28	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 Adventure Edition Station Wagon	-	5	43495	tba	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 Heritage Edition Station Wagon	-	5	tba	tba	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 XS Station Wagon	-	5	33405	tba	6-M	28	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500

Freelander 2

Rating ★★★★

Screwed together more convincingly, it's the definitive urban 4x4 with second hand values to match.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 TD4 SE	-	5	27765	14438	6-M	26	112	10.9	45.6	165	2179	148/4000	-	310/1750	-	1785	2000
D	2.2 TD4 SE Tech	-	5	29765	15478	6-M	26	112	10.9	45.6	165	2179	148/4000	-	310/1750	-	1785	2000
D	2.2 SD4 SE Auto	-	5	30270	15740	6-A	27	118	8.7	40.4	185	2179	188/3500	-	310/1750	-	1805	2000
D	2.2 SD4 SE Tech Auto	-	5	32270	16780	6-A	28	118	8.7	40.4	185	2179	188/3500	-	310/1750	-	1805	2000
D	2.2 SD4 Metropolis Auto	-	5	35995	18717	6-A	30	118	8.7	40.4	185	2179	188/3500	-	310/1750	-	1805	2000

Discovery Sport

Rating COMING SOON

The new name for the Freelander. Pushed upmarket, and more versatile, we've yet to test it.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 SD4 SE	-	5	32395	tba	6-M	28	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854	2000
D	2.2 SD4 SE Auto	-	5	34195	tba	9-A	28	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863	2200
D	2.2 SD4 SE Tech	-	5	33895	tba	6-M	28	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854	2000
D	2.2 SD4 SE Tech Auto	-	5	35695	tba	9-A	28	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863	2200
D	2.2 SD4 HSE	-	5	37595	tba	6-M	31	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854	2000
D	2.2 SD4 HSE Auto	-	5	39395	tba	9-A	31	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863	2200
D	2.2 SD4 HSE Luxury	-	5	41195	tba	6-M	31	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854	2000
D	2.2 SD4 HSE Luxury Auto	-	5	42995	tba	9-A	31	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863	2200

Discovery

Rating ★★★★

One of, if not, the classiest and capable ways of carrying seven people in comfort both on and off-road.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 SDV6 SE	-	5	41595	25789	8-A	41	112	9.3	35.3	213	2993	252/4000	-	443/2000	-	2570	3500
D	3.0 SDV6 SE Tech	-	5	47495	29447	8-A	43	112	9.3	35.3	213	2993	252/4000	-	443/2000	-	2570	3500
D	3.0 SDV6 HSE	-	5	54495	33787	8-A	41	112	9.3	35.3	213	2993	252/4000	-	443/2000	-	2570	3500
D	3.0 SDV6 HSE Luxury	329	5	59965	37178	8-A	42	112	9.3	35.3	213	2993	252/4000	-	443/2000	-	2570	3500
D	3.0 SDV6 XXV	-	5	64790	40170	8-A	45	112	9.3	35.3	213	2993	252/4000	-	443/2000	-	2570	3500

LONG TERM TEST

Range Rover Evoque

Rating ★★★★½

Most desirable and classiest compact SUV about, boasting a superb driving experience and great quality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	eD4 Pure	-	5	29205	16939	6-M	28	112	11.2	56.5	133	2179	148/4000	-	280/1750	-	1595	1500
D	eD4 Pure Tech	-	5	31205	18099	6-M	29	112	11.2	56.5	133	2179	148/4000	-	280/1750	-	1595	1500
D	SD4 Pure	-	5	31505	18273	6-M	32	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Pure Auto	-	5	33305	19317	9-A	32	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Pure Tech	-	5	33505	19433	6-M	33	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Pure Tech Auto	-	5	35305	20477	9-A	33	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Dynamic	291	5	39305	22797	6-M	34	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Dynamic Auto	-	5	41105	23841	9-A	34	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Dynamic Lux	-	5	44005	25523	6-M	35	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Dynamic Lux Auto	-	5	45805	26567	9-A	35	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
D	SD4 Autobiography Auto	-	5	49805	28887	9-A	41	121	8.5	47.1	159	2179	188/3500	-	310/1750	-	1685	1800
D	Coupé eD4 Pure Tech	-	5	31205	18723	6-M	29	112	11.2	57.6	129	2179	148/4000	-	280/1750	-	1595	1500
D	Coupé SD4 Pure Tech	-	5	33505	19433	6-M	33	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
D	Coupé SD4 Pure Tech Auto	-	5	35305	20477	9-A	33	121	8.5	48.7	153	2179	188/3500	-	310/1750	-	1685	1800
D	Coupé SD4 Dynamic	-	5	39305	22797	6-M	34	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
D	Coupé SD4 Dynamic Auto	-	5	41105	23841	9-A	34	121	8.5	48.7	153	2179	188/3500	-	310/1750	-	1685	1800
D	Coupé SD4 Dynamic Lux	-	5	44005	25523	6-M	35	121	8.5	49.6	149	2179	188/3500	-	310/1750	-	1685	1800
D	Coupé SD4 Dynamic Lux Auto	-	5	45805	26567	9-A	35	121	8.5	48.7	153	2179	188/3500	-	310/1750	-	1685	1800
D	Coupé SD4 Autobiography Auto	-	5	49805	28887	9-A	41	121	8.5	48.7	153	2179	188/3500	-	310/1750	-	1685	1800

Range Rover Sport

Rating ★★★★½

Earns its Sport name much more this time around. Based on the full-fat Range Rover, but with a sportier twist.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 SDV6 HSE	-	5	61250	31850	8-A	43	130	7.2	37.7	199	2993	288/4000	-	443/2000	-	2115	3500
D	3.0 SDV6 HSE Dynamic	317	5	66250	34450	8-A	43	138	7.2	37.7	199	2993	288/4000	-	443/2000	-	2115	3500
D	3.0 SDV6 Autobiography Dynamic	-	5	76250	39650	8-A	45	138	7.2	37.7	199	2993	288/4000	-	443/2000	-	2115	3500
DE	3.0 SDV6 Hybrid Autobiography Dynamic	-	5	82650	42978	8-A	47	140	6.9	44.1	169	2993	288/4000	47	443/2000	125	2372	3000
D	4.4 SDV8 Autobiography Dynamic	-	5	82650	39672	8-A	47	140	6.9	32.5	229	4367	335/3500	-	546/1750	-	2398	3500

Range Rover

Rating ★★★★½

The ultimate expression in off and on-road luxury. Exquisitely finished and more economical.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 TDV6 Vogue	-	5	73950	38454	8-A	48	130	7.9	37.7	196	2993	255/4000	-	443/2000	-	2160	3500
D	3.0 TDV6 Vogue SE	312	5	80650	41938	8-A	48	130	7.9	37.7	196	2993	255/4000	-	443/2000	-	2160	3500
D	3.0 TDV6 Autobiography	-	5	89650	46618	8-A	50	130	7.9	37.7	196	2993	255/4000	-	443/2000	-	2160	3500
DE	3.0 SDV6 Hybrid Autobiography	329	5	100350	52182	8-A	50	135	6.9	44.1	169	2993	288/4000	47	443/2000	125	2394	3000
D	4.4 SDV8 Vogue	-	5	80850	42042	8-A	50	135	6.9	32.5	229	4367	335/3500	-	546/1750	-	2410	3500
D	4.4 SDV8 Vogue SE	320	5	87550	45526	8-A	50	135	6.9	32.5	229	4367	335/3500	-	546/1750	-	2410	3500
D	4.4 SDV8 Autobiography	-	5	96550	50206	8-A	50	135	6.9	32.5	229	4367	335/3500	-	546/1750	-	2410	3500
DE	LWB 3.0 SDV6 Hybrid Autobiography	-	5	107950	56134	8-A	50	135	6.9	44.1	169	2993	288/4000	47	443/2000	125	tba	3000
D	LWB 4.4 SDV8 Autobiography	323	5	104150	54158	8-A	50	135	7.2	32.5	229	4367	335/3500	-	546/1750	-	2488	3500
DE	LWB 3.0 SDV6 Hybrid Autobiography Black	-	5	146900	76388	8-A	50	135	6.9	44.1	169	2993	288/4000	47	443/2000	125	tba	3000
D	LWB 4.4 SDV8 Autobiography Black	-	5	143400	74568	8-A	50	135	7.2	32.5	229	4367	335/3500	-	546/1750	-	2488	3500
D	LWB 4.4 SDV8 Holland & Holland	-	5	180000	93600	8-A	50	135	7.2	32.5	229	4367	335/3500	-	546/1750	-	2488	3500

LEXUS

UK dealers: 50 **Warranty:** 3 years/60,000miles **Servicing:** 10,000miles

CT

Rating ★★★½

It's a Prius in a fancy frock. Excellent emissions and build, but so-so performance and dynamics remain.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	CT 200h S	-	5	21245	8923	CVT	19	112	10.3	78.5	82	1798	98/5200	81	105/2800	153	1370	0
PE	CT 200h SE	-	5	22745	9553	CVT	19	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
PE	CT 200h Advance	325	5	24245	10183	CVT	19	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
PE	CT 200h Luxury	-	5	24745	10393	CVT	20	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
PE	CT 200h Advance Plus	-	5	25495	10708	CVT	tba	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
PE	CT 200h F Sport	-	5	26995	11338	CVT	20	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0
PE	CT 200h Premier	-	5	29745	12493	CVT	21	112	10.3	68.9	94	1798	98/5200	81	105/2800	153	1410	0

IS

Rating ★★★½

Sharper looking compact exec to go up against the BMW 3 Series. No diesel, just hybrid power this time around.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	IS 300h SE	-	4	29495	13568	CVT	31	125	8.4	65.7	99	2494	178/6000	141	163/4200	221	1620	0
PE	IS 300h Luxury	-	4	30995	14258	CVT	32	125	8.4	64.2	103	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Executive Edition	-	4	29995	13798	CVT	32	125	8.4	64.2	103	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h F Sport	-	4	33495	15408	CVT	32	125	8.4	60.1	109	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Premier	316	4	38495	17708	CVT	33	125	8.4	60.1	109	2494	178/6000	141	163/4200	221	1620	750

NX

Rating ★★★★

Striking new smaller SUV with hybrid power, and based upon the Toyota RAV4.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	NX 300h S FWD	-	5	29495	9438	CVT	29	112	9.2	56.5	116	2494	153/5700	141	155/4200	199	1715	0
PE	NX 300h SE AWD	-	5	31495	10078	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300h Luxury AWD	-	5	34495	11038	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300h F Sport AWD	333	5	36995	11838	CVT	32	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300h Premier AWD	-	5	42995	13758	CVT	32	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500

TOP5

MOST EXPENSIVE DIESEL NON-VAN BASED MPVS ON SALE

1	Chrysler Grand Voyager 2.8 CRD Limited	£36,310
2	Volkswagen Sharan SEL 2.0 TDI Automatic	£34,790
3	Ford Galaxy Titanium X 2.2 TDCi Automatic	£34,335
4	SEAT Alhambra SE Lux 2.0 TDI Automatic	£33,705
5	Volkswagen Sharan SEL 2.0 TDI	£33,455

RX

Rating ★★★½

Deeply green SUV offering great refinement, low running costs and credible levels of kit.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	RX 450h SE	-	5	44495	19578	CVT	40	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Luxury	-	5	48495	21338	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Advance	-	5	48495	21338	CVT	tba	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h F Sport	-	5	51995	22878	CVT	42	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Premier	303	5	55495	24418	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000

GS

Rating ★★★

Still slipstreaming BMW 5 Series for dynamic ability, but the GS is slicker and more refined than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	GS 300h SE	-	4	31495	10078	CVT	31	119	9.2	60.1	109	2494	177/6000	141	163/4200	221	1730	0
PE	GS 300h Luxury	-	4	37495	11998	CVT	32	119	9.2	57.6	113	2494	177/6000	141	163/4200	221	1735	0
PE	GS 300h F Sport	321	4	41745	13358	CVT	33	119	9.2	56.5	115	2494	177/6000	141	163/4200	221	1735	0
PE	GS 300h Premier	-	4	43745	13998	CVT	33	119	9.2	57.6	113	2494	177/6000	141	163/4200	221	1735	0
PE	GS 450h Luxury	-	4	45495	14558	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500
PE	GS 450h F Sport	302	4	51495	16478	CVT	42	156	5.9	45.6	145	3456	288/6000	197	260/4500	203	1825	1500
PE	GS 450h Premier	-	4	51495	16478	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500

LS

Rating ★★★

Hybrid power brings down running costs considerably. Filled to the brim with gadgets, but isn't exactly cheap.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	LS 600h L Premier	313	4	99995	45998	CVT	50	155	6.1	32.8	199	4969	389/6400	221	384/4000	221	2370	0

MASERATI

UK dealers: 18 **Warranty:** 3 years/62,500miles **Servicing:** 12,500miles

Ghibli

Rating ★★★★

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	325	4	48830	27345	8-A	tba	155	6.3	47.8	158	2987	271/4000	-	443/2000	-	1835	0

Quattroporte

Rating ★★★★

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	331	4	69235	38772	8-A	tba	155	6.3	45.6	163	2987	271/4000	-	443/2000	-	1990	0

MAZDA

UK dealers: 137 **Warranty:** 3 years/60,000miles **Servicing:** 12,500miles

New 2

Rating ★★★★

Mazda's smallest car returns to the diesel fold with an engaging driving experience and economical engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.5 SE-L Diesel	-	5	15995	5758	tba	15	111	10.1	83.1	89	tba	103/4000	-	162/3200	-	tba	tba
D	1.5 Sport Diesel	-	5	16995	6118	tba	15	111	10.1	83.1	89	tba	103/4000	-	162/3200	-	tba	tba

3

Rating ★★★★

Frugal hatch and saloon that's neatly styled and great to drive. Lots of kit for your money, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 SE Diesel	-	5	19645	7072	6-M	23	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	2.2 SE-L Diesel	-	5	21145	7612	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	2.2 SE-L Diesel Auto	-	5	22345	8044	6-A	24	125	9.7	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
D	2.2 Sport Nav Diesel	320	5	22545	8116	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	2.2 Sport Nav Diesel Auto	-	5	23745	8548	6-A	24	125	9.7	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
D	Fastback 2.2 SE Diesel	-	4	19645	7072	6-M	23	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
D	Fastback 2.2 SE-L Diesel	-	4	21145	7612	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
D	Fastback 2.2 Sport Nav Diesel	325	4	22545	8116	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500

5

Rating ★★★½

Case study in how to build a stylish MPV. Drives well too, though cabin needs an upgrade.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 Sport Venture Diesel	-	5	21895	9196	6-M	16	111	13.7	54.3	138	1560	114/3600	-	199/1750	-	1505	1200

6

Rating ★★★★½

Cracking styling ensures new 6 stands out in the company car crowd. Estate's even cooler.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 SE Diesel	-	4	22295	9364	6-M	21	131	9.1	72.4	104	2191	148/4500	-	280/1800	-	1553	1600
D	2.2 SE-L Diesel	-	4	23295	9784	6-M	19	131	9.1	72.4	104	2191	148/4500	-	280/1800	-	1553	1600
D	2.2 SE-L Diesel Auto	-	4	24495	10288	6-A	19	127	9.8	58.9	127	2191	148/4500	-	280/1800	-	1569	1600
D	2.2 Sport Nav Diesel	-	4	26395	11086	6-M	21	131	9.1	72.4	104	2191	148/4500	-	280/1800	-	1553	1600
D	2.2 Sport Nav Diesel	-	4	26795	11254	6-M	23	139	7.9	62.8	119	2191	173/4500	-	310/2000	-	1562	1600
D	2.2 Sport Nav Diesel Auto	-	4	27995	11758	6-A	23	134	8.4	58.9	127	2191	173/4500	-	310/2000	-	1578	1600
D	Tourer 2.2 SE Diesel	-	5	23095	9700	6-M	21	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1578	1600
D	Tourer 2.2 SE-L Diesel	315	5	24095	10120	6-M	19	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1578	1600
D	Tourer 2.2 SE-L Diesel Auto	-	5	25295	10624	6-A	19	126	10.0	57.6	129	2191	148/4500	-	280/1800	-	1588	1600
D	Tourer 2.2 Sport Nav Diesel	-	5	27195	11422	6-M	21	130	9.2	64.2	116	2191	148/4500	-	280/1800	-	1578	1600
D	Tourer 2.2 Sport Nav Diesel	-	5	27595	11590	6-M	23	137	8.0	61.4	121	2191	173/4500	-	310/2000	-	1587	1600
D	Tourer 2.2 Sport Nav Diesel Auto	-	5	28795	12094	6-A	23	134	8.6	57.6	129	2191	173/4500	-	310/2000	-	1597	1600

CX-5

Rating ★★★★

Mazda plays catch-up in the compact SUV league. Velvety performance, particularly from the engine.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 2WD SE-L Diesel	-	5	23695	11848	6-M	18	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1587	2000
D	2.2 2WD SE-L Auto Diesel	-	5	24995	12498	6-A	18	123	10.0	53.3	139	2191	148/4500	-	280/1800	-	1597	2000
D	2.2 AWD SE-L Diesel	-	5	25395	12698	6-M	17	122	9.4	54.3	136	2191	148/4500	-	280/1800	-	1671	2000
D	2.2 AWD SE-L Auto Diesel	-	5	26595	13298	6-A	17	121	10.2	51.4	144	2191	148/4500	-	280/1800	-	1686	2000
D	2.2 2WD SE-L Lux Diesel	-	5	25295	12648	6-M	20	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1587	2000
D	2.2 2WD Sport Nav Diesel	303	5	26695	13348	6-M	19	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1587	2000
D	2.2 AWD Sport Nav Diesel	-	5	28695	13774	6-M	21	129	8.8	54.3	136	2191	173/4500	-	310/2000	-	1671	2000
D	2.2 AWD Sport Nav Auto Diesel	-	5	29895	14350	6-A	21	127	9.4	51.4	144	2191	173/4500	-	310/2000	-	1686	2000

ACRONYM ATTACK

WHAT DOES DAB MEAN?

It stands for 'Digital Audio Broadcasting' and is the new standard for radio transmission, designed to replace the traditional FM radio stations, though the switch off of FM has been delayed and delayed. DAB stations take up less bandwidth, with superior sound quality, and there are a wider range of different stations on offer. The first station went live in Norway back in June 1995, and the BBC, in the UK, began broadcasting a few months later in September 1995. An uprated system, DAB+, was launched in 2007, and has become the industry standard for digital radio broadcasts. Advantages of DAB over FM include radio text which can communicate details of the music track and presenter, but those in poor reception areas may experience problems receiving DAB transmissions. If your car radio isn't equipped for DAB digital radio broadcasts, a small box can be installed by aftermarket in-car-entertainment specials for around £150, which allows DAB stations to be received through your normal radio installed in the car.

MERCEDES-BENZ

UK dealers: 125 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

A-Class

Rating ★★★★

Quirky looks have been abandoned in favour of a great mainstream hatch that's satisfying to drive and own.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	A 180 CDI ECO SE	323	5	21965	9225	6-M	16	118	11.3	78.5	92	1461	107/4000	-	192/1750	-	1385	0
D	A 180 CDI SE Auto	-	5	23240	9761	7-A	15	118	11.6	70.6	103	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI Sport	-	5	22785	9570	6-M	16	118	11.3	70.6	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI Sport Auto	-	5	24235	10179	7-A	16	118	11.6	68.9	108	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI Sport Edition	-	5	23480	9862	6-M	17	118	11.3	70.6	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI Sport Edition Auto	-	5	24930	10471	7-A	17	118	11.6	68.9	108	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI AMG Sport	-	5	24035	10095	6-M	16	118	11.3	70.6	105	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI AMG Sport Auto	-	5	25485	10704	7-A	16	118	11.6	65.7	111	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI AMG Night Edition	-	5	26030	10933	6-M	18	118	11.3	70.6	105	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI AMG Night Edition Auto	-	5	27480	11542	7-A	18	118	11.6	65.7	111	1461	107/4000	-	192/1750	-	1425	1200
D	A 200 CDI Sport	-	5	23860	10021	6-M	21	130	9.3	64.2	114	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI Sport Auto	-	5	25310	10630	7-A	21	130	9.2	68.9	106	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI Sport Edition	-	5	24555	10313	6-M	21	130	9.3	64.2	114	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI Sport Edition Auto	-	5	26005	10922	7-A	21	130	9.2	68.9	106	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI AMG Sport	-	5	25110	10546	6-M	22	130	9.3	62.8	116	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI AMG Sport Auto	-	5	26560	11155	7-A	22	130	9.2	68.9	108	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI AMG Night Edition	-	5	27105	11384	6-M	22	130	9.3	62.8	116	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI AMG Night Edition Auto	-	5	28555	11993	7-A	22	130	9.2	68.9	108	2143	134/3400	-	221/1400	-	1485	1500
D	A 220 CDI AMG Sport Auto	307	5	27760	11659	7-A	25	137	8.2	67.3	109	2143	168/3400	-	258/1400	-	1485	0
D	A 220 CDI AMG Night Edition Auto	-	5	29755	12497	7-A	25	137	8.2	67.3	109	2143	168/3400	-	258/1400	-	1485	0

New B-Class

Rating ★★★★

Merc says it's its most significantly changed model ever. We agree. It's now rather good.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	B 180 CDI ECO SE	-	5	22575	9482	6-M	15	118	11.6	78.5	94	1461	107/4000	-	192/1750	-	1395	0
D	B 180 CDI SE	-	5	22575	9482	6-M	15	118	11.6	68.9	108	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI SE Auto	-	5	24025	10091	7-A	15	118	11.9	70.6	104	1461	107/4000	-	192/1750	-	1450	1200
D	B 180 CDI Sport	-	5	23170	9731	6-M	16	118	11.6	tba	110	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI Sport Auto	-	5	24620	10340	7-A	16	118	11.9	tba	107	1461	107/4000	-	192/1750	-	1450	1200
D	B 180 CDI AMG Line	-	5	24465	10275	6-M	16	118	11.6	tba	112	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI AMG Line Auto	-	5	25915	10884	7-A	16	118	11.9	65.7	111	1461	107/4000	-	192/1750	-	1450	1200
D	B 200 CDI SE	-	5	23650	9933	6-M	19	130	9.9	65.7	111	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI SE Auto	-	5	25100	10542	7-A	19	130	9.8	70.6	104	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 CDI Sport	-	5	24245	10183	6-M	21	130	9.9	tba	113	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI Sport Auto	-	5	25695	10792	7-A	21	130	9.8	tba	107	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 CDI AMG Line	-	5	25540	10727	6-M	21	130	9.9	tba	117	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI AMG Line Auto	-	5	26990	11336	7-A	21	130	9.8	65.7	111	2143	134/3200	-	221/1400	-	1505	1500
D	B 220 CDI Sport Auto	-	5	27125	11393	7-A	24	139	8.3	67.3	109	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 CDI AMG Line Auto	-	5	28420	11936	7-A	24	139	8.3	tba	111	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 CDI 4MATIC Sport Auto	-	5	28625	12023	7-A	23	137	8.3	56.5	130	2143	174/3600	-	258/1400	-	1575	1500
D	B 220 CDI 4MATIC AMG Line Auto	-	5	30050	12621	7-A	23	137	8.3	tba	131	2143	174/3600	-	258/1400	-	1575	1500
E	Electric Drive Sport	-	5	26950	tba	1-A	24	tba	7.9	(142)	0	-	-	178	-	251	tba	0
E	Electric Drive Electric Art	-	5	27245	tba	1-A	24	tba	7.9	(142)	0	-	-	178	-	251	tba	0

New C-Class

Rating ★★★★

Larger and more luxurious than before, with more frugal engines and better equipment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 200 BlueTec SE	-	4	28985	12174	6-M	25	135	9.7	72.4	102	1598	134/3800	-	221/1500	-	1485	tba
D	C 200 BlueTec SE Auto	-	4	30485	12804	7-A	25	134	10.2	65.7	112	1598	134/3800	-	221/1500	-	1505	tba
D	C 200 BlueTec Sport	-	4	30980	13012	6-M	26	135	9.7	70.6	103	1598	134/3800	-	221/1500	-	1485	tba
D	C 200 BlueTec Sport Auto	-	4	32480	13642	7-A	26	134	10.2	65.7	112	1598	134/3800	-	221/1500	-	1505	tba
D	C 200 BlueTec AMG Line	-	4	32475	13640	6-M	26	135	9.7	68.9	106	1598	134/3800	-	221/1500	-	1485	tba
D	C 200 BlueTec AMG Line Auto	-	4	33975	14270	7-A	26	134	10.2	tba	114	1598	134/3800	-	221/1500	-	1505	tba
D	C 220 BlueTec SE	-	4	29780	12508	6-M	29	145	7.7	70.6	103	2143	168/3000	-	295/1400	-	1550	tba
D	C 220 BlueTec SE Auto	-	4	31280	13138	7-A	29	145	7.4	65.7	109	2143	168/3000	-	295/1400	-	1570	tba
D	C 220 BlueTec Sport	-	4	31775	13346	6-M	31	145	7.7	68.9	104	2143	168/3000	-	295/1400	-	1550	tba
D	C 220 BlueTec Sport Auto	330	4	33275	13976	7-A	31	145	7.4	64.2	110	2143	168/3000	-	295/1400	-	1570	tba
D	C 220 BlueTec AMG Line	-	4	33270	13973	6-M	31	145	7.7	68.9	106	2143	168/3000	-	295/1400	-	1550	tba
D	C 220 BlueTec AMG Line Auto	-	4	34770	14603	7-A	31	145	7.4	64.2	113	2143	168/3000	-	295/1400	-	1570	tba
D	C 250 BlueTec SE Auto	-	4	32435	14271	7-A	35	153	6.6	65.7	109	2143	201/3800	-	369/1600	-	1595	tba
D	C 250 BlueTec Sport Auto	-	4	34430	15149	7-A	37	153	6.6	64.2	110	2143	201/3800	-	369/1600	-	1595	tba
D	C 250 BlueTec AMG Line Auto	-	4	35925	15807	7-A	37	153	6.6	64.2	113	2143	201/3800	-	369/1600	-	1595	tba
DE	C 300 BlueTec Hybrid SE Auto	-	4	35045	15420	7-A	36	152	6.4	78.5	94	2143	201/3800	27	369/1600	207	1715	tba
DE	C 300 BlueTec Hybrid Sport Auto	-	4	37040	16298	7-A	37	152	6.4	76.3	95	2143	201/3800	27	369/1600	207	1715	tba
DE	C 300 BlueTec Hybrid AMG Line Auto	-	4	38535	16955	7-A	37	152	6.4	74.3	99	2143	210/3800	27	369/1600	207	1715	tba
D	C 200 BlueTec SE Estate	-	5	30185	12678	6-M	25	133	10.1	65.7	109	1598	134/3800	-	221/1500	-	1545	tba
D	C 200 BlueTec SE Estate Auto	-	5	31685	13308	7-A	25	132	10.6	65.7	114	1598	134/3800	-	221/1500	-	1580	tba
D	C 200 BlueTec Sport Estate	-	5	32180	13516	6-M	26	133	10.1	tba	111	1598	134/3800	-	221/1500	-	1545	tba
D	C 200 BlueTec Sport Estate Auto	-	5	33680	14146	7-A	26	132	10.6	tba	116	1598	134/3800	-	221/1500	-	1580	tba
D	C 200 BlueTec AMG Line Estate	-	5	33675	14144	6-M	26	133	10.1	tba	114	1598	134/3800	-	221/1500	-	1545	tba
D	C 200 BlueTec AMG Line Estate Auto	-	5	35175	14774	7-A	26	132	10.6	tba	118	1598	134/3800	-	221/1500	-	1580	tba
D	C 220 BlueTec SE Estate	-	5	30980	13012	6-M	29	143	7.9	65.7	108	2143	168/3000	-	295/1400	-	1595	tba
D	C 220 BlueTec SE Estate Auto	-	5	32480	13642	7-A	29	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	tba
D	C 220 BlueTec Sport Estate	-	5	32975	13850	6-M	31	143	7.9	65.7	109	2143	168/3000	-	295/1400	-	1595	tba
D	C 220 BlueTec Sport Estate Auto	332	5	34475	14480	7-A	31	142	7.6	62.8	115	2143	168/3000	-	295/1400	-	1615	tba
D	C 220 BlueTec AMG Line Estate	-	5	34470	14477	6-M	31	143	7.9	64.2	112	2143	168/3000	-	295/1400	-	1595	tba
D	C 220 BlueTec AMG Line Estate Auto	-	5	35970	15107	7-A	31	142	7.6	61.4	118	2143	168/3000	-	295/1400	-	1615	tba
D	C 250 BlueTec SE Estate Auto	-	5	33635	14799	7-A	35	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	tba
D	C 250 BlueTec Sport Estate Auto	-	5	35630	15677	7-A	37	150	6.9	61.4	118	2143	201/3800	-	369/1600	-	1660	tba
D	C 250 BlueTec AMG Line Estate Auto	-	5	37125	16335	7-A	37	150	6.9	60.1	121	2143	201/3800	-	369/1600	-	1660	tba
DE	C 300 BlueTec Hybrid Sport Auto	-	5	38240	16826	7-A	37	148	6.7	76.4	95	2143	201/3800	27	369/1600	207	1765	tba
DE	C 300 BlueTec Hybrid AMG Line Auto	-	5	39435	17351	7-A	37	148	6.7	tba	99	2143	201/3800	27	369/1600	207	1765	tba

C-Class

Rating ★★★★

Merc injects more luxury and driving passion to its compact executive. Coupé looks pretty stylish.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 220 CDI Executive SE Coupé	-	2	31130	14320	6-M	34	144	8.4	68.9	109	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI Executive SE Coupé Auto	-	2	32630	15010	7-A	34	144	8.1	57.7	128	2143	168/3000	-	295/1400	-	1630	1800
D	C 220 CDI AMG Sport Edition Coupé	-	2	32460	14932	6-M	38	144	8.4	55.4	133	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI AMG Sport Edition Coupé Auto	-	2	33960	15622	7-A	38	144	8.1	53.3	139	2143	168/3000	-	295/1400	-	1630	1800
D	C 250 CDI AMG Sport Edition Coupé	-	2	33515	15417	6-M	41	149	7.0	52.3	143	2143	201/3800	-	369/1600	-	1655	1800
D	C 250 CDI AMG Sport Edition Coupé Auto	-	2	35000	16100	7-A	41	149	7.1	53.3	139	2143	201/3800	-	369/1600	-	1660	1800

CLA-Class

Rating ★★★½

Kicks off a totally new segment with CLS-Class looks, combined with A-Class underpinnings.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	CLA 200 CDI Sport	-	4	26925	14001	6-M	25	137	9.4	64.2	114	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 CDI Sport Auto	-	4	28375	14755	7-A	25	137	9.8	67.3	110	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 200 CDI AMG Sport	-	4	29125	15145	6-M	26	137	9.4	64.2	114	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 CDI AMG Sport Auto	-	4	30575	15899	7-A	26	137	9.8	67.3	110	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 220 CDI Sport Auto	-	4	29775	14888	7-A	28	143	8.2	67.3	111	2143	168/3400	-	258/1400	-	1525	1500
D	CLA 220 CDI AMG Sport Auto	315	4	31975	15988	7-A	28	143	8.2	67.3	111	2143	168/3400	-	258/1400	-	1525	1500
D	CLA 200 CDI Sport Shooting Brake	-	5	27775	14443	6-M	24	tba	tba	tba	tba	2143	134/3200	-	221/1400	-	tba	tba
D	CLA 200 CDI Sport Shooting Brake Auto	-	5	29225	15197	7-A	24	tba	tba	tba	tba	2143	134/3200	-	221/1400	-	tba	tba
D	CLA 200 CDI AMG Sport Shooting Brake	-	5	29975	15587	6-M	24	tba	tba	tba	tba	2143	134/3200	-	221/1400	-	tba	tba
D	CLA 200 CDI AMG Sport Shooting Brake Auto	-	5	31425	16341	7-A	24	tba	tba	tba	tba	2143	134/3200	-	221/1400	-	tba	tba
D	CLA 220 CDI Sport Shooting Brake Auto	-	5	30625	15313	7-A	27	tba	tba	tba	tba	2143	168/3400	-	258/1400	-	tba	tba
D	CLA 220 CDI AMG Sport Shooting Brake Auto	-	5	32825	16413	7-A	28	tba	tba	tba	tba	2143	168/3400	-	258/1400	-	tba	tba
D	CLA 220 CDI OrangeArt Shooting Brake Auto	-	5	34825	17413	7-A	30	tba	tba	tba	tba	2143	168/3400	-	258/1400	-	tba	tba

New CLS-Class

Rating ★★★★

Revised with extra body jewellery and more economy. Kicked off the four-door coupé trend.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	CLS 220 BlueTEC AMG Line	-	4	46500	21390	7-A	43	138	8.5	56.5	129	2143	174/3200	-	295/1400	-	1790	0
D	CLS 350 BlueTEC AMG Line	-	4	49950	22977	9-A	48	155	6.5	52.3	142	2987	255/3600	-	457/1600	-	1845	0
D	CLS 250 BlueTEC AMG Line Shooting Brake	-	4	48080	22117	7-A	41	133	8.8	56.5	132	2143	174/3200	-	295/1400	-	1845	2100
D	CLS 350 BlueTEC AMG Line Shooting Brake	-	4	51400	23644	9-A	48	152	6.6	49.6	149	2987	255/3600	-	457/1600	-	1935	2100

E-Class

Rating ★★★★

Keeps getting better. Still solid as ever, but now even more sensible for running costs. Estate huge.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	E 220 BlueTEC SE Auto	-	4	34270	13708	7-A	33	141	8.4	64.2	116	2143	174/3200	-	295/1400	-	1760	2000
D	E 220 BlueTEC AMG Line Auto	-	4	36765	14706	7-A	33	141	8.4	57.7	128	2143	174/3200	-	295/1400	-	1760	2000
D	E 250 CDI SE Auto	-	4	36820	15464	7-A	38	150	7.5	57.7	129	2143	201/3800	-	369/1600	-	1845	2000
D	E 250 CDI AMG Line Auto	-	4	39445	16567	7-A	38	150	7.5	55.4	134	2143	201/3800	-	369/1600	-	1845	2000
DE	E 300 BlueTEC Hybrid SE Auto	333	4	39880	18345	7-A	41	150	7.1	68.9	107	2143	201/4200	27	369/1600	207	1845	300
DE	E 300 BlueTEC Hybrid AMG Line Auto	-	4	42375	19493	7-A	41	150	7.1	67.3	110	2143	201/4200	27	369/1600	207	1845	300
D	E 350 BlueTEC AMG Line Auto	-	4	41210	18957	9-A	43	155	6.4	53.3	139	2987	255/3400	-	457/1600	-	1885	2100
D	E 220 BlueTEC SE Estate Auto	-	5	36060	14424	7-A	33	136	8.8	60.1	124	2143	174/3200	-	295/1400	-	1760	2100
D	E 220 BlueTEC AMG Line Estate Auto	-	5	38555	15422	7-A	33	136	8.8	57.7	129	2143	174/3200	-	295/1400	-	1760	2100
D	E 250 CDI SE Estate Auto	-	5	38755	17827	7-A	38	144	7.8	51.4	143	2143	201/3800	-	369/1600	-	1885	2100
D	E 250 CDI AMG Line Estate Auto	-	5	41250	18975	7-A	38	144	7.8	51.4	145	2143	201/3800	-	369/1600	-	1885	2100
DE	E 300 BlueTEC Hybrid SE Estate Auto	-	5	41670	19168	7-A	41	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
DE	E 300 BlueTEC Hybrid AMG Line Estate Auto	-	5	44165	20316	7-A	41	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
D	E 350 BlueTEC AMG Line Estate Auto	-	5	43015	19787	9-A	43	155	6.6	51.4	142	2987	255/3400	-	457/1600	-	1955	2100
D	E 220 BlueTEC SE Coupé Auto	-	2	36615	18308	7-A	35	145	8.3	60.1	122	2143	174/3200	-	295/1400	-	1735	1800
D	E 220 BlueTEC AMG Line Coupé Auto	-	2	39110	19555	7-A	35	145	8.3	57.7	129	2143	174/3200	-	295/1400	-	1735	0
D	E 250 CDI AMG Line Coupé Auto	-	2	40730	20365	7-A	43	153	7.3	57.7	129	2143	201/3800	-	369/1600	-	1735	0
D	E 350 BlueTEC AMG Line Coupé Auto	-	2	42425	19516	9-A	46	155	6.2	54.3	136	2987	255/3400	-	457/1600	-	1785	0
D	E 220 BlueTEC SE Cabriolet Auto	-	2	39985	19993	7-A	36	143	8.7	57.7	129	2143	174/3200	-	295/1400	-	1845	1800
D	E 220 BlueTEC AMG Line Cabriolet Auto	-	2	42610	21305	7-A	37	143	8.7	55.4	134	2143	174/3200	-	295/1400	-	1845	0
D	E 250 CDI AMG Line Cabriolet Auto	-	2	44100	22050	7-A	45	151	7.7	57.7	128	2143	201/3800	-	369/1600	-	1845	0
D	E 350 BlueTEC AMG Line Cabriolet Auto	-	2	45810	21073	9-A	48	155	6.5	51.4	143	2987	255/3400	-	457/1600	-	1915	0

GLA-Class

Rating ★★★★

New compact crossover based on the A-Class. Great to drive, beautifully finished and keenly priced.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GLA 200 CDI Sport	-	5	26265	13658	6-M	25	127	10.0	62.8	119	2143	134/3400	-	221/1400	-	1505	1500
D	GLA 200 CDI Sport Auto	-	5	27715	14412	7-A	25	127	9.9	62.8	119	2143	134/3400	-	221/1400	-	1535	1500
D	GLA 200 CDI AMG Line	-	5	27265	14178	6-M	25	127	10.0	62.8	119	2143	134/3400	-	221/1400	-	1505	1500
D	GLA 200 CDI AMG Line Auto	327	5	28715	14932	7-A	25	127	9.9	62.8	119	2143	134/3400	-	221/1400	-	1535	1500
D	GLA 200 CDI 4MATIC Sport Auto	-	5	29345	15259	7-A	tba	124	9.9	55.4	132	2143	134/3400	-	221/1400	-	1595	1800
D	GLA 200 CDI 4MATIC AMG Line Auto	-	5	30345	15779	7-A	tba	124	9.9	55.4	132	2143	134/3400	-	221/1400	-	1595	1800
D	GLA 220 CDI 4MATIC Sport Auto	-	5	30775	16003	7-A	28	134	8.3	55.4	132	2143	168/3400	-	258/1400	-	1535	1800
D	GLA 220 CDI 4MATIC AMG Line Auto	-	5	31775	16523	7-A	29	134	8.3	55.4	132	2143	168/3400	-	258/1400	-	1535	1800

G-Class

Rating ★★½

Rewinds the clock to 1979. Classic 4x4 with a mild makeover, including a new cabin. Shouts money, and fab off-road.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	G 350 BlueTEC 4MATIC	-	5	86435	38031	7-A	tba	108	9.1	25.2	295	2987	208/3400	-	398/1600	-	2570	3500

GL-Class

Rating ★★★½

You think you own the road? You'll need to with this seven-seater as it's so vast. Latest model plusher than ever.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GL 350 BlueTEC 4MATIC AMG Sport	317	5	60750	26730	7-A	49	137	7.9	36.2	209	2987	255/3600	-	457/1600	-	2455	3500

M-Class

Rating ★★★★

Downsized engines bring extra frugality to the M-Class. It's great to drive too, and not badly priced.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	ML 250 BlueTEC 4MATIC SE Executive	-	5	48190	21204	7-A	38	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
D	ML 250 BlueTEC 4MATIC AMG Line	-	5	50850	22374	7-A	41	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
D	ML 350 BlueTEC 4MATIC SE Executive	-	5	51335	22587	7-A	43	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500
D	ML 350 BlueTEC 4MATIC AMG Line	-	5	53995	23758	7-A	45	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500

S-Class

Rating ★★★★½

The most technically advanced car in the world, before the technology filters down to more mundane models.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
DE	S 300 BlueTEC Hybrid AMG Line L	328	4	72260	tba	7-A	50	155	7.6	61.4	120	2143	201/3800	27	369/1600	184	2035	0
D	S 350 BlueTEC AMG Line	-	4	67940	tba	7-A	50	155	6.8	49.6	151	2987	255/3600	-	457/1600	-	1955	2100
D	S 350 BlueTEC SE Line L	324	4	66910	tba	7-A	50	155	6.8	50.4	148	2987	255/3600	-	457/1600	-	1975	2100
D	S 350 BlueTEC AMG Line L	-	4	70940	tba	7-A	50	155	6.8	48.7	154	2987	255/3600	-	457/1600	-	1975	2100
PE	S 400 Hybrid SE Line L	-	4	70900	tba	7-A	49	155	6.8	44.8	147	3498	302/6500	27	273/3500	184	1945	0
PE	S 400 Hybrid AMG Line L	-	4	74930	tba	7-A	49	155	6.8	42.8	153	3498	302/6500	27	273/3500	184	1945	0
PE	S 500 Plug-in Hybrid AMG Line L	-	4	87965	tba	7-A	50	155	5.2	100.9	65	2996	329-5250	114	479/1600	251	2215	0

SLK-Class

Rating ★★★★

Beautifully crafted, rock-solid but lithe, new SLK reaches out for men to love it. They will.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SLK 250 CDI Auto	-	2	33150	20553	7-A	42	151	6.7	56.5	132	2143	201/4200	-	369/1600	-	1590	0
D	SLK 250 CDI AMG Sport Auto	299	2	37150	23033	7-A	43	151	6.7	56.5	132	2143	201/4200	-	369/1600	-	1590	0

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Mercedes-Benz Viano

Viano
Rating ★★½

Different lengths means generous amounts of space. Makes the perfect airport shuttle bus.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Long 2.2 CDI Ambiente Auto	-	5	37260	17885	5-A	28	113	11.1	34.9	216	2143	161/3800	-	266/1600	-	2214	2000
D	Long 2.2 CDI Grand Edition Auto	-	5	40465	19423	5-A	28	113	11.1	34.9	216	2143	161/3800	-	266/1600	-	2214	2000
D	Long 3.0 CDI Ambiente Auto	-	5	40910	22091	5-A	35	125	9.1	32.8	226	2987	221/3800	-	325/1400	-	2314	2000
D	Long 3.0 CDI Grand Edition Auto	-	5	44115	23822	5-A	35	125	9.1	32.8	226	2987	221/3800	-	325/1400	-	2314	2000
D	Extra Long 2.2 CDI Ambiente Auto	-	5	37820	18154	5-A	28	113	11.1	34.9	216	2143	161/3800	-	266/1600	-	2239	2000
D	Extra Long 3.0 CDI Ambiente Auto	283	5	41470	23223	5-A	35	125	9.1	32.8	226	2987	221/3800	-	325/1400	-	2316	2000

MG

UK dealers: 54 **Warranty:** 3 years/60,000miles **Servicing:** 15,000miles

6
LONG TERM TEST

Rating ★★★½

There's life in Longbridge yet: UK-designed diesel engine propels 6 into credible rep car class.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	GT S DTi	-	5	16995	5099	6-M	14	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1595	1600
D	GT SE DTi	-	5	18195	5459	6-M	14	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1605	1600
D	GT TSE DTi	306	5	20195	6059	6-M	15	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1615	1600
D	GT 90th Anniversary DTi	-	5	19999	6000	6-M	tba	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1615	1600
D	Magnette DTi	-	4	21195	6359	6-M	15	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1605	1600

MINI

UK dealers: 145 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New Hatch
Rating ★★★★½

Like a cheeky caricature of the winning MINI formula. More frugal, better quality and only marginally costlier.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	One D	-	3	14890	8636	6-M	11	118	11.0	83.1	89	1496	94/4000	-	162/1500	-	1190	0
D	Cooper D	329	3	16450	9541	6-M	15	127	9.2	80.7	92	1496	114/4000	-	199/1750	-	1210	0
D	Cooper D Auto	-	3	17720	10278	6-A	15	127	9.2	76.3	98	1496	114/4000	-	199/1750	-	1225	0
D	Cooper SD	-	3	19450	11281	6-M	23	141	7.3	70.6	106	1995	168/4000	-	266/1500	-	1250	0
D	Cooper SD Auto	332	3	21075	12224	6-A	23	140	7.2	70.6	104	1995	168/4000	-	266/1500	-	1265	0
D	One D	-	5	15490	8984	6-M	11	116	11.4	80.7	92	1496	94/4000	-	162/1500	-	1290	0
D	Cooper D	331	5	17050	9889	6-M	15	126	9.4	78.5	95	1496	114/4000	-	199/1750	-	1265	0
D	Cooper D Auto	-	5	18320	10626	6-A	15	125	9.5	74.3	99	1496	114/4000	-	199/1750	-	1280	0
D	Cooper SD	-	5	20050	11629	6-M	23	140	7.4	68.9	109	1995	168/4000	-	266/1500	-	1305	0
D	Cooper SD Auto	-	5	21675	12572	6-A	23	139	7.3	68.9	107	1995	168/4000	-	266/1500	-	1325	0

Convertible
Rating ★★★★

Diesel power with drop-top fun. It's a real hoot to drive in a pint-sized package and its frugal too.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Cooper D	286	2	18910	9455	6-M	19	121	10.3	70.6	105	1598	110/4000	-	199/1750	-	1275	0
D	Cooper D Auto	-	2	20125	10063	6-A	19	118	10.7	53.3	140	1995	110/4000	-	199/1750	-	1300	0
D	Cooper D Highgate	-	2	22070	11035	6-M	21	121	10.3	70.6	105	1598	110/4000	-	199/1750	-	1275	0
D	Cooper D Highgate Auto	-	2	23285	11643	6-A	21	118	10.7	53.3	140	1995	110/4000	-	199/1750	-	1300	0
D	Cooper SD	-	2	21730	10865	6-M	23	130	8.7	62.8	118	1995	141/4000	-	225/1750	-	1325	0
D	Cooper SD Auto	-	2	23035	11518	6-A	23	126	8.9	52.3	143	1995	141/4000	-	225/1750	-	1340	0
D	Cooper SD Highgate	-	2	24760	12380	6-M	24	130	8.7	62.8	118	1995	141/4000	-	225/1750	-	1325	0
D	Cooper SD Highgate Auto	-	2	26065	13033	6-A	24	126	8.9	52.3	143	1995	141/4000	-	225/1750	-	1340	0

Coupé
Rating ★★★★

Zingy drive, skateboard ride and everyone pointing... Beware though, some are laughing at the oddball roof.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Cooper SD	292	2	20710	12012	6-M	22	134	7.9	65.7	114	1995	141/4000	-	225/1750	-	1250	0
D	Cooper SD Auto	-	2	22000	12760	6-A	22	128	8.2	53.3	139	1995	141/4000	-	225/1750	-	1270	0

Roadster
Rating ★★★★

All the fun of the coupé, but with wind-in-the-hair thrills and a more balanced silhouette.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Cooper SD	302	2	21860	12679	6-M	24	132	8.1	62.8	118	1995	141/4000	-	225/1750	-	1275	0
D	Cooper SD Auto	-	2	23165	13436	6-A	24	127	8.3	52.3	143	1995	141/4000	-	225/1750	-	1290	0

Countryman
Rating ★★★★

Scoffed at as a MINI too far due to its size, but critics need to drive this family-pack option - it's still a hoot to drive.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	One D	-	5	17990	8995	6-M	13	106	12.9	67.3	111	1598	89/4000	-	159/1750	-	1385	0
D	Cooper D	-	5	19740	9870	6-M	18	116	10.9	67.3	111	1598	110/4000	-	199/1750	-	1385	800
D	Cooper D Auto	-	5	20970	10485	6-A	18	112	11.3	50.4	148	1995	110/4000	-	199/1750	-	1410	1200
D	Cooper D ALL4	332	5	20940	10470	6-M	16	112	11.6	60.1	123	1598	110/4000	-	199/1750	-	1465	800
D	Cooper D ALL4 Auto	-	5	22205	11103	6-A	16	110	11.9	47.9	155	1995	110/4000	-	199/1750	-	1490	1200
D	Cooper SD	-	5	22610	11305	6-M	20	124	9.2	62.8	119	1995	141/4000	-	225/1750	-	1395	800
D	Cooper SD Auto	-	5	23900	11950	6-A	20	122	9.4	49.6	149	1995	141/4000	-	225/1750	-	1425	1200
D	Cooper SD ALL4	-	5	23830	11915	6-M	20	122	9.3	58.9	126	1995	141/4000	-	225/1750	-	1480	800
D	Cooper SD ALL4 Auto	-	5	25155	12578	6-A	20	121	9.4	47.9	156	1995	141/4000	-	225/1750	-	1505	1200

Paceman
Rating ★★★½

A cynic might say it's just a three-door Countryman, and err, it is... trapped up a niche cul-de-sac.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Cooper D	-	3	20210	10105	6-M	15	117	10.8	67.3	111	1598	110/4000	-	199/1750	-	1385	800
D	Cooper D Auto	-	3	21440	10720	6-A	15	114	11.2	50.4	148	1995	110/4000	-	199/1750	-	1405	1200
D	Cooper D ALL4	-	3	21400	10700	6-M	14	114	11.5	60.1	123	1598	110/4000	-	199/1750	-	1455	800
D	Cooper D ALL4 Auto	-	3	22665	11333	6-A	14	111	11.8	47.9	155	1995	110/4000	-	199/1750	-	1480	1200
D	Cooper SD	-	3	23070	11535	6-M	20	125	9.1	62.8	119	1995	141/4000	-	225/1750	-	1395	800
D	Cooper SD Auto	-	3	24360	12180	6-A	19	124	9.3	49.6	149	1995	141/4000	-	225/1750	-	1420	1200
D	Cooper SD ALL4	320	3	24290	12145	6-M	19	124	9.2	58.9	126	1995	141/4000	-	225/1750	-	1470	800
D	Cooper SD ALL4 Auto	-	3	25615	12808	6-A	19	122	9.3	47.9	156	1995	141/4000	-	225/1750	-	1495	1200

MITSUBISHI

UK dealers: 120 **Warranty:** 5 years/62,500miles (L200 5 years/125,000miles)
Servicing: 12,500miles (ASX 2.2 DI–D/Outlander/L200 9,000 miles)

i-MiEV
Rating ★★★

Looks the part, drives well and swallows four relatively happily. Price is its Achilles heel though.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
E	i-MiEV Keiko	-	5	23499	6110	1-A	27	81	15.9	(93)	0	-	-	66	-	133	1110	0

Mirage
Rating ★★

Good value, frugal and well equipped, but lets itself down by feeling cheap and is below par to drive.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
P	1	-	5	8999	3600	5-M	15	106	13.6	67.3	96	999	70/6000	-	65/5000	-	845	0
P	2	-	5	10999	4400	5-M	18	112	11.7	68.9	96	1193	79/6000	-	78/4000	-	845	0
P	3	-	5	11999	4800	5-M	18	112	11.7	65.7	100	1193	79/6000	-	78/4000	-	845	0
P	3 Auto	-	5	12999	5200	CVT	18	107	12.8	68.9	95	1193	79/6000	-	78/4000	-	865	0

ASX
LONG TERM TEST

Rating ★★★

Looks sharp, drives neatly and is spacious. Engine is relatively refined and clean, and equipment is generous.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	3 1.8 DI-D	-	5	19250	7700	6-M	18	117	10.2	56.5	131	1798	114/3500	-	221/1750	-	1425	1400
D	4 1.8 DI-D 4WD	-	5	23249	8835	6-M	19	115	10.6	54.3	136	1798	114/3500	-	221/1750	-	1490	1400
D	4 2.2 DI-D 4WD Auto	-	5	24649	9367	6-A	20	118	10.8	48.7	153	2268	148/3500	-	266/1500	-	1520	1400

Outlander
LONG TERM TEST

Rating ★★★½

Plusher and better equipped than its predecessor. Frugal engines deliver decent performance too.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	2.2 DI-D GX2	-	5	23799	12375	6-M	22	124	10.2	53.3	138	2268	148/3500	-	280/1750	-	1560	2000
D	2.2 DI-D GX3	-	5	26599	13831	6-M	23	124	10.2	52.3	140	2268	148/3500	-	280/1750	-	1595	2000
D	2.2 DI-D GX3 Auto	-	5	28249	14689	6-A	23	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
D	2.2 DI-D GX4	317	5	30499	15859	6-M	24	124	10.2	52.3	140	2268	148/3500	-	280/1750	-	1595	2000
D	2.2 DI-D GX4 Auto	-	5	31899	16587	6-A	24	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
D	2.2 DI-D GX4s Auto	-	5	33999	17679	6-A	22	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
PE	PHEV 2.0 MIVEC GX3h Auto	-	5	28249	14689	1-A	26	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX4h Auto	-	5	32899	17107	1-A	27	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX4hs Auto	-	5	34999	18199	1-A	24	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX5h Auto	-	5	37899	19707	1-A	27	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX5hs Auto	-	5	39999	20799	1-A	24	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500

New Shogun
Rating ★★★

Fantastic off-road, but struggles on tarmac due to poor refinement. It looks good though, and is well kitted out.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	SWB 3.2 DI-DC SG2	-	3	26199	9956	5-M	32	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
D	SWB 3.2 DI-DC SG2 Auto	-	3	27884	10596	5-A	32	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
D	SWB 3.2 DI-DC Warrior	-	3	29369	11160	5-M	30	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
D	SWB 3.2 DI-DC Warrior Auto	-	3	31054	11801	5-A	30	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
D	SWB 3.2 DI-DC Barbarian	-	3	31999	12160	5-M	33	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
D	SWB 3.2 DI-DC Barbarian Auto	-	3	33684	12800	5-A	33	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
D	LWB 3.2 DI-DC SG2	-	5	28599	13728	5-M	32	111	10.5	34.9	213	3200	197/3800	-	325/2000	-	2395	3500
D	LWB 3.2 DI-DC SG2 Auto	-	5	30284	14536	5-A	32	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500
D	LWB 3.2 DI-DC SG3 Auto	-	5	33799	16224	5-A	34	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500
D	LWB 3.2 DI-DC SG4 Auto	333	5	36799	17664	5-A	34	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500

L200
Rating ★★★

It's Mitsubishi's best seller and drives quite well. Steering is imprecise though, and ride gets bouncy easily.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Double Cab 2.5 DI-D 4Work	-	4	20459	7774	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
D	Double Cab 2.5 Di-D 4Life	-	4	22259	8458	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
D	Double Cab 2.5 DI-D Challenger	-	4	19799	7524	5-M	tba	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
D	Double Cab 2.5 DI-D Trojan	-	4	21599	8208	5-M	11	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	2700
D	Double Cab 2.5 DI-D Trojan Black	-	4	22439	8527	5-M	11	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	2700
D	Double Cab 2.5 DI-D Warrior	-	4	23519	8937	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	2700
D	Double Cab 2.5 DI-D Warrior Auto	-	4	25199	9576	5-A	9	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	2700
D	Double Cab 2.5 DI-D Barbarian	-	4	27119	10305	5-M	10	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	2700
D	Double Cab 2.5 DI-D Barbarian Auto	-	4	28799	10944	5-A	11	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	2700
D	Double Cab 2.5 DI-D Barbarian Black	-	4	27959	10624	5-M	10	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	2700
D	Double Cab 2.5 DI-D Barbarian Black Auto	-	4	29639	11263	5-A	11	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	2700
D	Double Cab 2.5 DI-D Walkinshaw	-	4	33430	12703	5-M	13	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	2700
D	Double Cab 2.5 DI-D Walkinshaw Auto	-	4	35110	13342	5-A	13	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	2700

NISSAN

UK dealers: 204 **Warranty:** 3 years/60,000miles (NV200 3 years/100,000miles)
Servicing: 18,000 miles (Pathfinder/Navara 12,500miles)

Leaf
Rating ★★★★

Now British built, better value and available in a choice of trims. Better to drive than before, but still limited by range.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
E	Visia (Batteries included)	-	5	21490	6017	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Visia+ (Batteries included)	-	5	22590	6325	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Acenta (Batteries included)	-	5	23590	6605	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Tekna (Batteries included)	-	5	25590	7165	1-A	24	89	11.5	(124)	0	-	-	107	-	187	1512	0
E	Visia Flex (Batteries leased)	-	5	16490	4617	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Visia+ Flex (Batteries leased)	-	5	17590	4925	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Acenta Flex (Batteries leased)	-	5	18590	5205	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Tekna Flex (Batteries leased)	-	5	20590	5765	1-A	24	89	11.5	(124)	0	-	-	107	-	187	1512	0

Micra
Rating ★★

Not as accomplished as its predecessors, falling short in several key areas. It's frugal though, but not exactly cheap.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
P	Visia 1.2 DIG-S	-	5	12045	tba	5-M	10	112	11.3	68.9	95	1198	97/5600	-	108/4400	-	1030	0
P	Acenta 1.2 DIG-S	-	5	13045	tba	5-M	10	112	11.3	65.7	99	1198	97/5600	-	108/4400	-	1060	0
P	Tekna 1.2 DIG-S	-	5	14445	tba	5-M	11	112	11.4	65.7	99	1198	97/5600	-	108/4400	-	1100	0

Note
Rating ★★★½

Hi-tech Brit-built alternative to the supermini herd. More efficient than before, but just as spacious.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Visia 1.5 dCi	-	5	14130	tba	5-M	8	111	11.9	88.3	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenta 1.2 DIG-S	-	5	14625	tba	5-M	10	113	11.8	74.3	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta 1.5 dCi	-	5	15525	tba	5-M	8	111	11.9	88.3	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenta Style 1.2 DIG-S	-	5	15125	tba	5-M	10	113	11.8	74.3	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta Style 1.5 dCi	-	5	16025	tba	5-M	9	111	11.9	88.3	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenta Premium 1.2 DIG-S	-	5	15525	tba	5-M	10	113	11.8	74.3	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta Premium 1.5 dCi	328	5	16425	tba	5-M	9	111	11.9	88.3	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenta Premium Style 1.2 DIG-S	-	5	16025	tba	5-M	10	113	11.8	74.3	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta Premium Style 1.5 dCi	-	5	16925	tba	5-M	9	111	11.9	88.3	90	1461	89/4000	-	148/1750	-	1132	450
P	Tekna 1.2 DIG-S	-	5	16230	tba	5-M	10	113	11.8	74.3	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna 1.5 dCi	-	5	17130	tba	5-M	9	111	11.9	88.3	90	1461	89/4000	-	148/1750	-	1132	450
P	Tekna Style 1.2 DIG-S	-	5	16730	tba	5-M	8	113	11.8	74.3	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna Style 1.5 dCi	-	5	17630	tba	5-M	9	111	11.9	88.3	90	1461	89/4000	-	148/1750	-	1132	450

Juke
Rating ★★★½

Greater personalisation and bigger boot is combined with its modern love it or hate it 'in-yer-face' styling.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Visia dCi 110	-	5	15520	7139	6-M	11	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Acenta dCi 110	-	5	16715	7689	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Acenta Premium dCi 110	-	5	18115	8333	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Tekna dCi 110	-	5	19165	8816	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250

Pulsar
Rating ★★★½

Nissan aims to attack the Golf and Focus and dominate the sector, like it has done in the crossover world.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Visia dCi 110	-	5	17595	tba	6-M	13	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Acenta dCi 110	-	5	19245	tba	6-M	11	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	n-tec+ dCi 110	-	5	20595	tba	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Tekna dCi 110	334	5	21945	tba	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200

Qashqai
CAR OF THE YEAR 2015

Rating ★★★★½

Second generation crossover goes upmarket with better quality materials. It's also more expensive, too.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Visia dCi 110	-	5	20015	8406	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta dCi 110	-	5	21600	9072	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec dCi 110	-	5	23450	9849	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec dCi 130	-	5	24700	10374	6-M	18	118	9.9	64.2	115	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec dCi 130 Auto	-	5	26050	10941	CVT	18	114	11.1	61.4	119	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec dCi 130 4WD	-	5	26400	11088	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	n-tec+ dCi 110	-	5	24000	10080	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec+ dCi 130	-	5	25250	10605	6-M	18	118	9.9	64.2	115	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec+ dCi 130 Auto	-	5	26600	11172	CVT	18	114	11.1	61.4	119	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec+ dCi 130 4WD	-	5	26950	11319	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	Tekna dCi 110	-	5	25550	10731	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Tekna dCi 130	-	5	26800	11256	6-M	19	118	9.9	64.2	115	1598	129/4000	-	236/1750	-	1419	1800
D	Tekna dCi 130 Auto	-	5	28150	11823	CVT	19	114	11.1	61.4	119	1598	129/4000	-	236/1750	-	1461	1400
D	Tekna dCi 130 4WD	-	5	28500	11970	6-M	19	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800

New X-Trail
Rating ★★★★½

A new direction for the X-Trail fulfilling the seven-seat market, and just as great to drive as the Qashqai.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Visia dCi 130 2WD 5-seat	-	5	23195	12525	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Visia dCi 130 2WD 7-seat	-	5	23995	12957	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Acenta dCi 130 2WD 5-seat	-	5	24995	13497	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 7-seat	-	5	25795	13929	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Acenta dCi 130 2WD 5-seat Auto	-	5	26345	14226	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 2WD 7-seat Auto	-	5	27145	14658	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	Acenta dCi 130 4WD 5-seat	-	5	26695	14415	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta dCi 130 4WD 7-seat	-	5	27495	14847	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
D	Acenta+ dCi 130 2WD 5-seat	-	5	26545	14334	6-M	tba	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD 7-seat	-	5	27345	14766	6-M	tba	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Acenta+ dCi 130 2WD 5-seat Auto	-	5	27895	15063	CVT	tba	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 2WD 7-seat Auto	-	5	28695	15495	CVT	tba	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	Acenta+ dCi 130 4WD 5-seat	-	5	28245	15252	6-M	tba	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 4WD 7-seat	-	5	29045	15684	6-M	tba	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
D	n-tec dCi 130 2WD 5-seat	330	5	27645	14928	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	n-tec dCi 130 2WD 7-seat	-	5	28445	15360	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	n-tec dCi 130 2WD 5-seat Auto	-	5	28995	15657	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	n-tec dCi 130 2WD 7-seat Auto	-	5	29795	16089	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	n-tec dCi 130 4WD 5-seat	-	5	29345	15846	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	n-tec dCi 130 4WD 7-seat	-	5	30145	16278	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
D	Tekna dCi 130 2WD 5-seat	-	5	29645	16008	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Tekna dCi 130 2WD 7-seat	-	5	30445	16440	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Tekna dCi 130 2WD 5-seat Auto	-	5	30995	16737	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Tekna dCi 130 2WD 7-seat Auto	-	5	31795	17169	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	Tekna dCi 130 4WD 5-seat	-	5	31345	16926	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Tekna dCi 130 4WD 7-seat	-	5	32145	17358	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000

Navara
Rating ★★★

Large load bay, roomy cabin and road manners that aren't bad. Avoid the cramped King Cab though.

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D	Double Cab Visia 2.5 dCi	317	4	21995	6599	6-M	10	104	13.1	34.5	215	2488	142/3600	-	258/1600	-	2085	2600
D	Double Cab Acenta 2.5 dCi	-	4	23995	7199	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi	-	4	27095	8129	6-M	10	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi Auto	-	4	28850	8655	5-A	10	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
D	Double Cab Outlaw 3.0 dCi V6 Auto	-	4	37140	11142	7-A	11	121	9.3	29.7	250	2991	228/3750	-	406/1750	-	2150	3000

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

NV200/e-NV200 Combi
Rating COMING SOON

It's picked up gongs as a van but scores poorly as an MPV with vague steering and a noisy engine.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Acenta 1.5 dCi 5 Seat	-	5	19327	5798	5-M	17	98	tba	tba	130	1461	89/4000	-	148/1750	-	1338	1100
D	Acenta 1.5 dCi 7 Seat	-	5	19687	5906	5-M	17	98	tba	tba	130	1461	89/4000	-	148/1750	-	1378	1100
D	Acenta 1.5 dCi 5 Seat	-	5	19867	5960	6-M	19	99	tba	tba	130	1461	109/4000	-	177/1750	-	1357	1100
D	Acenta 1.5 dCi 7 Seat	-	5	20227	6068	6-M	19	99	tba	tba	130	1461	109/4000	-	177/1750	-	1401	1100
E	Acenta 5 Seat (Batteries Included)	-	5	22859	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Acenta Rapid Plus 5 Seat (Batteries Included)	-	5	24353	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Tekna Rapid 5 Seat (Batteries Included)	-	5	25643	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Tekna Rapid Plus 5 Seat (Batteries Included)	-	5	26309	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Acenta 5 Seat (Batteries Leased)	-	5	17855	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Acenta Rapid Plus 5 Seat (Batteries Leased)	-	5	19349	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Tekna Rapid 5 Seat (Batteries Leased)	-	5	20639	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Tekna Rapid Plus 5 Seat (Batteries Leased)	-	5	21305	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0

PEUGEOT

UK dealers: 250 **Warranty:** 3 years/60,000 miles **Servicing:** 2.0 HDi 20,000 miles (1.4 and 1.6 HDi 16,000 miles) Bipper 22,500 miles (Except iOn and Partner 12,500 miles) 108 10,000 miles

iOn
Rating ★★★☆☆

Mitsubish i-MiEV and Citroën C-Zero's triplet sister. Praiseworthy drive-wise, but price isn't on its side.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		-	5	21216	4668	1-A	28	81	15.9	(93)	0	-	-	63	-	133	1120	0

108
Rating ★★★★☆

Most upmarket of the trio, it's decent to drive, well kitted out and keenly priced. A leap forward from its predecessor.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Access 1.0	-	3	8345	4339	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
P	Active 1.0	-	3	9595	4989	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
P	Active 1.0	-	5	9995	5197	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
P	Active 1.0	-	3	9845	4726	5-M	6	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
P	Active 1.0	-	5	10245	4918	5-M	6	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
P	Active 1.0 2-Tronic	-	5	10495	5038	5-A	6	99	14.3	67.3	97	998	68/6000	-	70/4800	-	958	0
P	Allure PureTech 1.2 VTi	-	3	11095	5104	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
P	Allure PureTech 1.2 VTi	332	5	11495	5288	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
P	Feline PureTech 1.2 VTi	-	3	11945	5495	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
P	Feline PureTech 1.2 VTi	-	5	12345	5679	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
P	Top! Active 1.0	-	3	10595	5509	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
P	Top! Active 1.0	-	5	10995	5717	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
P	Top! Active 1.0	-	3	10845	5206	5-M	7	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
P	Top! Active 1.0	-	5	11245	5398	5-M	7	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
P	Top! Active 1.0 2-Tronic	-	5	11495	5518	5-A	7	99	14.3	67.3	97	998	68/6000	-	70/4800	-	958	0
P	Top! Allure PureTech 1.2 VTi	-	3	12095	5564	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
P	Top! Allure PureTech 1.2 VTi	-	5	12495	5748	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0

LONG TERM TEST

208
Rating ★★★★☆

Lighter, roomier and better to drive than the 207 it replaces. Position of steering wheel takes some getting used to.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Access PureTech 1.0 VTi	-	3	10195	5301	5-M	5	101	14.0	65.7	99	999	67/6000	-	70/3000	-	960	760
P	Access+ PureTech 1.0 VTi	-	3	11445	5951	5-M	5	101	14.0	65.7	99	999	67/6000	-	70/3000	-	960	760
D	Access+ 1.4 HDi	-	3	13245	6358	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1035	675
P	Active PureTech 1.0 VTi	-	3	12395	6445	5-M	5	101	14.0	65.7	99	999	67/6000	-	70/3000	-	960	760
P	Active PureTech 1.2 e-VTi EGC	-	3	13720	6586	6-A	10	111	14.5	68.9	95	1199	81/5750	-	87/2750	-	965	825
D	Active 1.4 HDi	-	3	14195	6814	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1035	675
D	Style 1.4 HDi	-	3	14945	7174	5-M	10	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1035	675
D	Style 1.6 e-HDi	-	3	15595	7174	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1067	1150
P	Allure PureTech 1.2 e-VTi EGC	-	3	15120	7258	6-A	10	111	14.5	68.9	95	1199	81/5750	-	87/2750	-	965	825
D	Allure 1.6 e-HDi	-	3	16245	7473	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1067	1150
D	XY 1.6 e-HDi	-	3	17895	8232	5-M	16	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1067	1150
D	XY 1.6 BlueHDi 120	-	3	18795	7518	6-M	tba	118	9.4	78.5	94	1560	118/3500	-	210/1750	-	1115	1150
P	Access PureTech 1.0 VTi	-	5	10795	5613	5-M	5	101	14.0	65.7	99	999	67/6000	-	70/3000	-	975	760
P	Access+ PureTech 1.0 VTi	-	5	12045	6263	5-M	5	101	14.0	65.7	99	999	67/6000	-	70/3000	-	975	760
D	Access+ 1.4 HDi	-	5	13845	6369	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1050	675
P	Active PureTech 1.0 VTi	-	5	12995	6757	5-M	5	101	14.0	65.7	99	999	67/6000	-	70/3000	-	975	760
P	Active PureTech 1.2 e-VTi EGC	-	5	14320	6874	6-A	10	111	14.5	68.9	95	1199	81/5750	-	87/2750	-	980	825
D	Active 1.4 HDi	-	5	14795	6806	5-M	11	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1050	675
D	Active 1.4 e-HDi EGC	-	5	15495	7438	5-A	11	103	16.2	83.1	87	1397	67/4000	-	118/1750	-	1060	725
D	Style 1.4 HDi	-	5	15545	7151	5-M	10	101	13.5	74.3	98	1398	67/4000	-	118/1750	-	1050	675
D	Style 1.6 e-HDi	-	5	16195	7126	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1080	1150
P	Allure PureTech 1.2 e-VTi EGC	-	5	15520	7450	6-A	10	111	14.5	68.9	95	1199	81/5750	-	87/2750	-	980	825
D	Allure 1.6 e-HDi	300	5	16645	7324	5-M	17	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1080	1150
D	Roland Garros 1.6 e-HDi	-	5	18745	8248	5-M	18	115	10.9	78.5	95	1560	91/4000	-	170/1750	-	1080	1150
D	Feline 1.6 BlueHDi 120	-	5	18945	7578	6-M	tba	118	9.4	78.5	94	1560	118/3500	-	210/1750	-	1115	1150

LONG TERM TEST

2008
Rating ★★★★☆

One of the strongest contenders in the burgeoning baby crossover market. Great to drive, frugal and well priced too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access+ 1.4 HDi	-	5	14495	5218	5-M	10	99	14.9	70.6	104	1398	67/4000	-	118/1750	-	1250	670
P	Active PureTech 1.2 e-VTi EGC	-	5	15120	5443	6-A	9	106	15.4	65.7	99	1199	81/5750	-	87/2750	-	1220	770
D	Active 1.4 HDi	-	5	15595	5614	5-M	10	99	14.9	70.6	104	1398	67/4000	-	118/1750	-	1250	670
D	Active 1.6 e-HDi	-	5	16245	5848	5-M	17	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1310	1270
D	Active 1.6 e-HDi EGC	-	5	16845	6064	6-A	17	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1320	820
D	Allure 1.6 e-HDi	331	5	17745	6388	5-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1310	1270
D	Allure 1.6 e-HDi EGC	-	5	18145	6532	6-A	18	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1320	820
D	Allure 1.6 e-HDi	-	5	18345	6604	6-M	20	117	10.4	70.6	105	1560	113/3600	-	199/1750	-	1335	1300
D	Crossway 1.6 e-HDi	-	5	18545	6676	5-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1320	1270
D	Crossway 1.6 e-HDi	-	5	19145	6892	6-M	20	117	10.4	70.6	105	1560	113/3600	-	199/1750	-	1335	1300
D	Feline 1.6 e-HDi	-	5	19145	6892	5-M	17	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1320	1270
D	Feline 1.6 e-HDi	-	5	19745	7108	6-M	20	117	10.4	70.6	105	1560	113/3600	-	199/1750	-	1335	1300

LONG TERM TEST

New 308
Rating ★★★★☆

A significant leap forward, in quality and dynamics, and one of the most comfortable riding cars in its class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access 1.6 HDi	-	5	16945	7456	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1340	1300
D	Active 1.6 HDi	-	5	18645	8204	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1340	1300
D	Active 1.6 HDi	-	5	19445	8167	6-M	18	121	10.2	76.3	95	1560	114/3600	-	199/1750	-	1395	1400
D	Active 1.6 BlueHDi	-	5	19845	8335	6-M	22	122	9.7	91.1	82	1598	118/3500	-	221/1750	-	1430	1400
D	Allure 1.6 HDi	-	5	20645	8671	6-M	18	118	11.9	74.3	100	1560	114/3600	-	199/1750	-	1395	1400
D	Allure 1.6 BlueHDi	-	5	21045	8839	6-M	24	122	9.7	88.3	84	1598	118/3500	-	221/1750	-	1430	1400
D	Allure 2.0 BlueHDi	-	5	21945	8778	6-M	25	132	8.9	70.6	105	1998	148/3750	-	273/2000	-	1490	1600
D	Allure 2.0 BlueHDi Automatic	-	5	22945	9178	6-A	25	131	8.6	68.9	107	1998	148/3750	-	273/2000	-	1535	1500
D	GT Line 1.6 HDi	-	5	22195	9322	6-M	22	118	11.9	74.3	100	1560	114/3600	-	199/1750	-	1395	1400
D	GT Line 2.0 BlueHDi	-	5	23495	9398	6-M	26	132	8.9	70.6	105	1998	148/3750	-	273/2000	-	1490	1600
D	GT Line 2.0 BlueHDi Automatic	-	5	24495	9798	6-A	26	131	8.6	68.9	107	1998	148/3750	-	273/2000	-	1535	1500
D	GT 2.0 BlueHDi Automatic	-	5	25945	10378	6-A	29	136	8.4	70.6	103	1998	178/3750	-	295/2000	-	1540	1500
D	SW Access 1.6 HDi	-	5	17845	7495	5-M	15	112	13.7	74.3	99	1560	91/4000	-	170/1750	-	1430	1200
D	SW Active 1.6 HDi	-	5	19545	8209	5-M	15	112	13.7	74.3	99	1560	91/4000	-	170/1750	-	1430	1200
D	SW Active 1.6 HDi	-	5	20345	8545	6-M	18	119	12.0	76.3	95	1560	114/3600	-	199/1750	-	1455	1300
D	SW Active 1.6 BlueHDi	-	5	20745	8298	6-M	22	121	12.1	88.3	85	1560	118/3500	-	221/1750	-	1475	1300
D	SW Allure 1.6 HDi	-	5	21545	9049	6-M	18	117	12.5	74.3	100	1560	114/3600	-	199/1750	-	1455	1300
D	SW Allure 1.6 BlueHDi	-	5	21945	8778	6-M	24	121	12.1	85.6	88	1560	118/3500	-	221/1750	-	1475	1300
D	SW Allure 2.0 BlueHDi	-	5	22845	9138	6-M	25	130	10.1	70.6	105	1997	148/3750	-	273/2000	-	1550	1500
D	SW Allure 2.0 BlueHDi Automatic	-	5	23845	9538	6-A	25	130	10.0	67.2	111	1997	148/3750	-	273/2000	-	1535	1400
D	SW GT Line 1.6 HDi	-	5	23095	9700	6-M	22	117	12.5	74.3	100	1560	114/3600	-	199/1750	-	1455	1300
D	SW GT Line 2.0 BlueHDi	-	5	24395	9758	6-M	26	130	10.1	70.6	105	1997	148/3750	-	273/2000	-	1550	1500
D	SW GT Line 2.0 BlueHDi Automatic	-	5	25395	10158	6-A	26	130	10.0	67.2	111	1997	148/3750	-	273/2000	-	1535	1400
D	SW GT 2.0 BlueHDi Automatic	-	5	26845	10738	6-A	29	135	8.6	68.8	107	1997	178/3750	-	295/2000	-	tba	1400

3008
Rating ★★★★☆

Qashqai challenger with a classy cabin and a roomy, versatile interior. Refinement is top-notch too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access 1.6 HDi	-	5	19345	8125	6-M	18	112	13.6	58.9	125	1560	114/3600	-	199/1750	-	1590	1090
D	Access 1.6 e-HDi EGC	-	5	20195	8482	6-A	18	110	14.0	67.3	110	1560	114/3600	-	199/1750	-	1626	1090
D	Active 1.6 HDi	-	5	20795	8734	6-M	18	112	13.6	58.9	125	1560	114/3600	-	199/1750	-	1590	1090
D	Active 1.6 e-HDi EGC	-	5	21645	9091	6-A	18	110	14.0	67.3	110	1560	114/3600	-	199/1750	-	1626	1090
D	Active 2.0 HDi	-	5	21900	9198	6-M	24	121	9.7	53.2	139	1997	148/3750	-	251/2000	-	1669	1500
D	Allure 1.6 HDi	-	5	22745	9553	6-M	18	112	13.6	57.6	127	1560	114/3600	-	199/1750	-	1590	1300
D	Allure 1.6 e-HDi EGC	-	5	23595	9910	6-A	17	110	14.0	65.7	112	1560	114/3600	-	199/1750	-	1626	1300
D	Allure 2.0 HDi	-	5	23850	10017	6-M	22	121	9.7	53.2	139	1997	148/3750	-	251/2000	-	1669	1500
D	Allure 2.0 HDi Auto	-	5	25015	10006	6-A	23	127	10.2	51.4	145	1997	161/3750	-	251/2000	-	1701	1500
D	Crossway 1.6 HDi	-	5	23745	9973	6-M	19	112	13.6	57.6	127	1560	114/3600	-	199/1750	-	1590	1300
D	Crossway 2.0 HDi	-	5	24850	10437	6-M	24	121	9.7	53.2	139	1997	148/3750	-	251/2000	-	1669	1500
DE	HYbrid4 Active	-	5	27245	11443	6-A	30	118	8.5	85.6	85	1997	161/3750	36	221/2000	148	1808	500
DE	HYbrid4 Allure	-	5	28245	11863	6-A	31	118	8.5	74.3	99	1997	161/3750	36	221/2000	148	1808	500

LONG TERM TEST

RCZ
Rating ★★★★½

Waitrose class on a Lidl budget? RCZ looks exciting even when parked up. On the move, it's brilliant.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport 2.0 HDi	-	2	24200	11132	6-M	29	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0
D	GT 2.0 HDi	333	2	26600	12236	6-M	30	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0
D	Red Carbon 2.0 HDi	-	2	28100	12926	6-M	29	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0

New 508
Rating ★★★★☆

Peugeot continues to push upmarket with updated 508. Bolder looks, all backed up with frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 e-HDi	-	4	22195	8434	6-M	24	124	12.4	tba	109	1560	113/3600	-	199/1750	-	1410	1475
D	Active 1.6 e-HDi ETG	-	4	22695	8624	6-A	24	122	13.1	70.6	104	1560	113/3600	-	199/1750	-	1410	1475
D	Active 2.0 HDi	-	4	22595	8586	6-M	27	130	10.8	tba	115	1997	138/4000	-	236/2000	-	1430	1875
D	Allure 1.6 e-HDi	-	4	24295	9232	6-M	25	124	12.4	67.3	111	1560	113/3600	-	199/1750	-	1410	1475
D	Allure 2.0 HDi	-	4	24695	9384	6-M	27	130	10.8	61.4	119	1997	138/4000	-	236/2000	-	1430	1875
D	Allure 2.0 BlueHDi	332	4	25795	9802	6-M	30	130	9.8	tba	101	1997	148/4000	-	273/2000	-	1500	1875
D	Allure 2.0 HDi Auto	-	4	26595	10106	6-A	30	139	10.1	52.3	140	1997	161/3750	-	251/2000	-	1520	1575
DE	Allure HYbrid4 ETG	-	4	31995	10878	6-A	36	130	9.3	80.7	91	1997	161/3850	36	221/1750	148	1815	775
D	GT Line 1.6 e-HDi	-	4	24295	9232	6-M	tba	124	12.4	tba	111	1560	113/3600	-	199/1750	-	1410	1475
D	GT Line 2.0 BlueHDi	-	4	25795	9802	6-M	tba	130	9.8	tba	101	1997	148/4000	-	273/2000	-	1500	1875
D	GT 2.2 HDi Auto	-	4	30645	11032	6-A	37	145	8.8	53.3	140	2179	201/3500	-	332/2000	-	1540	1975
D	SW Active 1.6 e-HDi	-	5	23395	8890	6-M	24	122	12.9	65.7	110	1560	113/3600	-	199/1750	-	1430	1375
D	SW Active 1.6 e-HDi ETG	-	5	23895	9080	6-A	24	120	13.6	70.6	105	1560	113/3600	-	199/1750	-	1430	1375
D	SW Active 2.0 HDi	-	5	23795	9042	6-M	27	130	11.1	58.9	120	1997	138/4000	-	236/2000	-	1500	1775
D	SW Allure 1.6 e-HDi	-	5	25695	9764	6-M	25	122	12.9	65.7	112	1560	113/3600	-	199/1750	-	1430	1375
D	SW Allure 2.0 HDi	-	5	26095	9916	6-M	27	130	11.1	58.9	125	1997	138/4000	-	236/2000	-	1500	1775
D	SW Allure 2.0 BlueHDi	-	5	27195	10334	6-M	30	130	10.1	tba	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW Allure 2.0 HDi Auto	-	5	27995	10638	6-A	30	138	10.5	51.4	144	1997	161/3750	-	251/2000	-	1540	1475
D	SW GT Line 1.6 e-HDi	-	5	26695	10144	6-M	25	122	12.9	tba	112	1560	113/3600	-	199/1750	-	1430	1375
D	SW GT Line 2.0 BlueHDi	-	5	28195	10714	6-M	30	130	10.1	tba	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW GT 2.2 HDi Auto	-	5	32045	12177	6-A	37	144	9.2	51.4	144	2179	201/3500	-	332/2000	-	1660	1875
D	RXH 2.0 BlueHDi Auto	-	5	30295	11512	6-A	32	136	9.7	61.4	119	1997	178/3750	-	295/2000	-	1650	1100
DE	RXH HYbrid4 Auto	333	5	34645	13165	6-A	37	132	9.5	70.6	104	1997	161/3850	36	221/1750	148	1770	1100

5008
Rating ★★★★☆

You want a practical large family car with stylish looks, quality build and nice manners? Here it is.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access 1.6 HDi	-	5	21045	10102	6-M	16	115	12.9	60.1	124	1560	114/3600	-	199/1750	-	1699	900
D	Access 1.6 e-HDi EGC	-	5	21895	10510	6-A	16	114	12.6	65.7	113	1560	114/3600	-	199/1750	-	1688	900
D	Active 1.6 HDi	-	5	22745	10918	6-M	17	115	12.9	56.4	128	1560	114/3600	-	199/1750	-	1699	900
D	Active 1.6 e-HDi EGC	-	5	23495	11278	6-A	17	114	12.6	60.1	123	1560	114/3600	-	199/1750	-	1688	1100
D	Active 2.0 HDi	-	5	23750	10450	6-M	20	118	10.0	53.3	138	1997	148/3750	-	251/2000	-	1750	1500
D	Active 2.0 HDi Auto	-	5	24915	10963	6-A	20	118	10.5	49.6	149	1997	161/3750	-	251/2000	-	1831	1500
D	Allure 1.6 HDi	322	5	24550	11784	6-M	16	115	12.9	54.3	135	1560	114/3600	-	199/1750	-	1699	1100
D	Allure 1.6 e-HDi EGC	-	5	25295	12142	6-A	16	114	12.6	58.9	126	1560	114/3600	-	199/1750	-	1688	1100
D	Allure 2.0 HDi	-	5	25550	11242	6-M	20	118	10.0	52.3	140	1997	148/3750	-	251/2000	-	1750	1500
D	Allure 2.0 HDi Auto	-	5	26715	11755	6-A	19	118	10.5	49.6	149	1997	161/3750	-	251/2000	-	1831	1500

Partner Tepee
Rating ★★★½☆

Squash court on wheels, thanks to van roots. 308 underpinnings add driving quality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 HDi (5 seat)	-	5	14685	5580	5-M	4	94	17.1	54.3	135	1560	74/4000	-	136/1500	-	1360	1200
D	S 1.6 HDi (5 seat)	-	5	15135	6054	5-M	7	102	14.3	54.3	135	1560	91/4000	-	170/1750	-	1360	1300
D	S 1.6 HDi (7 seat)	-	5	15980	6392	5-M	7	101	15.2	51.4	144	1560	91/4000	-	170/1750	-	1501	1170
D	S 1.6 e-HDi EGC (5 seat)	-	5	15905	7316	6-A	7	102	14.3	64.2	115	1560	91/4000	-	170/1750	-	1430	1300
D	Outdoor 1.6 HDi (5 seat)	-	5	17350	6940	5-M	7	102	14.3	54.3	135	1560	91/4000	-	170/1750	-	1360	1300
D	Outdoor 1.6 HDi (5 seat)	-	5	18100	7964	5-M	10	107	12.1	53.3	139	1560	113/3600	-	199/1500	-	1401	1300

PORSCHE

UK dealers: 35 **Warranty:** 3 years/Unlimited mileage **Servicing:** 20,000miles

Macan
Rating ★★★★½

New baby Cayenne sets the tarmac alight with agile handling, terrific performance and a great all-round package.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Diesel	327	5	43535	25250	7-A	39	165	6.3	46.3	159	2967	255/4000	-	428/1750	-	1955	2400

New Cayenne
Rating COMING SOON

The car that changed Porsche's fortunes forever. A class act, it simply oozes quality and dynamism.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	-	-	50247	29143	8-A	45	137	7.3	42.8	173	2967	259/4000	-	428/1750	-	2185	3500
D	S Diesel	-	-	62164	36055	8-A	50	156	5.4	35.3	209	4134	380/3750	-	627/2750	-	2290	3500
PE	S E-Hybrid	-	-	61529	33226	8-A	49	150	5.9	83.0	79	2995	329/5500	94	325/3000	229	2425	3500

Panamera
Rating ★★★★☆

Just updated, combining diesel or hybrid power with a sophisticated drive and like it or loathe it styling.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	-	5	65634	32817	8-A	48	160	6.0	44.1	169	2967	296/4000	-	479/1750	-	1975	2200
PE	S E-Hybrid	320	5	84456	38850	8-A	50	167	5.5	91.1	71	2995	329/5500	94	325/3000	229	2170	0

RENAULT

UK dealers: 150 **Warranty:** 4 years/100,000miles **Servicing:** 18,000miles

Twingo
Rating ★★★½☆

Harks back to the R5, is funkily styled, and a world apart from the previous generation car.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Dynamique SCe 70	-	5	10995	4398	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
P	Dynamique TCe 90	332	5	11695	4678	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0
P	Dynamique S TCe 90	-	5	12545	5018	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0

LONG TERM TEST

Clio
Rating ★★★★☆

Sexy new shape and smooth, lean engines make latest Clio a joy. Just five doors this time around.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 90	-	5	14595	6130	5-M	12	110	11.7	83.1	90	1461	89/4000	-	162/1750	-	1071	1200
P	Expression+ TCe 90 ECO	-	5	13745	5773	5-M	9	115	11.8	65.7	99	898	89/5000	-	100/2500	-	1009	1200
D	Expression+ dCi 90 ECO	-	5	14845	6235	5-M	13	112	12.0	88.3	83	1461	89/4000	-	162/1750	-	1071	1200
D	Dynamique MediaNav dCi 90	312	5	15595	6550	5-M	12	110	11.7	83.1	90	1461	89/4000	-	162/1750	-	1071	1200
P	Dynamique MediaNav TCe 90 ECO	-	5	14745	6193	5-M	9	115	11.8	65.7	99	898	89/5000	-	100/2500	-	1009	1200
D	Dynamique MediaNav dCi 90 ECO	-	5	15845	6655	5-M	13	112	12.0	88.3	83	1461	89/4000	-	162/1750	-	1071	1200
D	Dynamique MediaNav dCi 90 EDC Auto	-	5	16895	7096	6-A	12	109	12.9	76.3	95	1461	89/4000	-	162/1750	-	1152	1200
D	Dynamique S MediaNav dCi 90	-	5	16595	6970	5-M	13	110	11.7	83.1	90	1461	89/4000	-	162/1750	-	1071	1200
D	Dynamique S MediaNav dCi 90 EDC Auto	-	5	17895	7516	6-A	13	109	12.9	76.3	95	1461	89/4000	-	162/1750	-	1152	1200

Captur
Rating ★★★½☆

Renault's answer to Nissan's Juke, but cheaper and more frugal. It's practical and good to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 90	-	5	15595	6550	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique MediaNav dCi 90	315	5	16595	6970	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique MediaNav dCi 90 EDC Auto	-	5	17595	7390	6-A	12	106	13.5	72.4	103	1461	89/4000	-	162/1750	-	1213	900
D	Dynamique S MediaNav dCi 90	331	5	18095	7600	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique S MediaNav dCi 90 EDC Auto	-	5	19095	8020	6-A	12	106	13.5	72.4	103	1461	89/4000	-	162/1750	-	1213	900
D	Signature dCi 90	-	5	18895	7936	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Signature dCi 90 EDC Auto	-	5	19895	8356	6-A	12	106	13.5	72.4	103	1461	89/4000	-	162/1750	-	1213	900

Megane
Rating ★★★½☆

Facelift brings keener prices and good equipment levels to compete with new entrants in the medium class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 110	-	5	18245	7298	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300
D	Expression+ dCi 110 EDC Auto	-	5	19245	7698	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	DynamiqueTomTom dCi 110	-	5	19245	7698	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300
D	DynamiqueTomTom dCi 110 EDC Auto	-	5	20245	8098	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	DynamiqueTomTom dCi 130	-	5	19745	7503	6-M	21	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Limited dCi 110	-	5	19745	7898	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300
D	Limited dCi 110 EDC Auto	-	5	20745	8298	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	Limited dCi 130	-	5	20245	7693	6-M	20	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	GT Line TomTom dCi 110	-	5	20745	8298	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GT Line TomTom dCi 110 EDC Auto	-	5	21745	8698	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	GT Line TomTom dCi 130	-	5	21245	8073	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé Dynamique TomTom dCi 110	-	3	20945	8797	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Dynamique TomTom dCi 110 EDC Auto	-	3	21945	9217	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Dynamique TomTom dCi 130	-	3	21445	8578	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé Limited dCi 110	-	3	21445	9007	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Limited dCi 110 EDC Auto	-	3	22445	9427	6-A	20	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Limited dCi 130	-	3	21945	8778	6-M	23	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé GT Line TomTom dCi 110	-	3	22445	9427	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé GT Line TomTom dCi 110 EDC Auto	-	3	23445	9847	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé GT Line TomTom dCi 130	-	3	22945	9178	6-M	23	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	ST Expression+ dCi 110	-	5	19245	7313	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Expression+ dCi 110 EDC Auto	-	5	20245	7693	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique TomTom dCi 110	-	5	20245	7693	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Dynamique TomTom dCi 110 EDC Auto	-	5	21245	8073	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique TomTom dCi 130	-	5	20745	7883	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST Limited dCi 110	-	5	20745	7883	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Limited dCi 110 EDC Auto	-	5	21745	8263	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Limited dCi 130	-	5	21245	8073	6-M	20	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST GT Line TomTom dCi 110	-	5	21745	8263	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST GT Line TomTom dCi 110 EDC Auto	-	5	22745	8643	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST GT Line TomTom dCi 130	-	5	22245	8453	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST Expression+ dCi 110	-	5	19245	7313	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Expression+ dCi 110 EDC Auto	-	5	20245	7693	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique TomTom dCi 110	-	5	20245	7693	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Dynamique TomTom dCi 110 EDC Auto	-	5	21245	8073	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique TomTom dCi 130	-	5	20745	7883	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST Limited dCi 110	-	5	20745	7883	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Limited dCi 110 EDC Auto	-	5	21745	8263	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Limited dCi 130	-	5	21245	8073	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST GT Line TomTom dCi 110	-	5	21745	8263	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST GT Line TomTom dCi 110 EDC Auto	-	5	22745	8643	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST GT Line TomTom dCi 130	-	5	22245	8453	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	CC Dynamique TomTom dCi 110	-	2	24545	8836	6-M	17	118	12.4	62.8	115	1461	109/4000	-	192/1750	-	1576	750
D	CC Dynamique TomTom dCi 110 EDC Auto	-	2	25545	9196	6-A	17	118	13.2	58.9	124	1461	109/4000	-	177/1750	-	1600	750
D	CC Dynamique TomTom dCi 130	-	2	25045	9016	6-M	22	127	10.8	64.2	115	1598	129/4000	-	236/1750	-	1621	750
D	CC GT Line TomTom dCi 110 EDC Auto	-	2	27045	9736	6-A	17	118	13.2	58.9	124	1461	109/4000	-	177/1750	-	1600	750
D	CC GT Line TomTom dCi 130	327	2	26545	9556	6-M	22	127	10.8	64.2	115	1598	129/4000	-	236/1750	-	1621	750

Scenic
Rating ★★★★☆

Spacious, comfortable, frugal and stylish, and all mated to a decent driving experience too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	XMOD Dynamique TomTom dCi 110	-	5	21295	7240	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1457	1300
D	XMOD Dynamique TomTom dCi 110 EDC Auto	-	5	22395	7614	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1479	1300
D	XMOD Dynamique TomTom dCi 130	-	5	22395	7614	6-M	24	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1511	1300
D	Dynamique TomTom dCi 110	-	5	21295	7240	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	Dynamique TomTom dCi 110 EDC Auto	-	5	22395	7614	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
D	Dynamique TomTom dCi 130	-	5	22395	7614	6-M	23	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1490	1300
D	Limited dCi 110	-	5	21795	7410	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	Limited dCi 110 EDC Auto	-	5	22895	7784	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
D	Limited dCi 130	-	5	22895	7784	6-M	23	121	10.3	62.8	116	1598	129/4000	-	236/1750	-	1505	1300
D	Grand Dynamique TomTom dCi 110	-	5	22515	7655	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Dynamique TomTom dCi 110 EDC Auto	-	5	23615	8029	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Dynamique TomTom dCi 130	318	5	23615	8029	6-M	24	121	11.1	64.2	114	1598	129/4000	-	236/1750	-	1563	1300
D	Grand Limited dCi 110	-	5	23015	7825	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Limited dCi 110 EDC Auto	-	5	24115	8199	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Limited dCi 130	-	5	24115	8199	6-M	24	121	11.1	62.8	116	1598	129/4000	-	236/1750	-	1600	1300

Twizy
Rating ★★★½☆

It's funky, and a real hoot. This city quadricycle is perfect if you live on the Riviera.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Urban	-	2	6895	tba	1-A	10	50	-	(62)	0	-	-	17	-	42	474	0
E	Technic	-	2	7595	tba	1-A	11	50	-	(62)	0	-	-	17	-	42	474	0

Zoe
Rating ★★★★☆

All-electric supermini priced in line with a diesel, and set to revolutionise the electric market for the masses.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Expression (Batteries leased)	-	5	13995	tba	1-A	15	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	Dynamique Zen (Batteries leased)	-	5	15195	tba	1-A	16	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	Dynamique Intens (Batteries leased)	315	5	15195	tba	1-A	16	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	i Expression (Batteries included)	-	5	18443	tba	1-A	14	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	i Dynamique Zen (Batteries included)	-	5	20043	tba	1-A	15	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	i Dynamique Intens (Batteries included)	315	5	20043	tba	1-A	15	84	13.5	(130)	0	-	-	87	-	162	1468	0

SEAT

UK dealers: 123 **Warranty:** 3 years/60,000miles **Servicing:** Variable Schedule

Mii
Rating ★★★★☆

Part of the up! and Citigo trio, it's great value, good to drive, and cheap to run. What more could you want?

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Ecomotive 1.0 12V	-	3	9530	tba	5-M	1	100	14.4	68.9	95	999	59/5500	-	68/3000	-	940	0
P	Ecomotive 1.0 12V	-	5	9880	tba	5-M	1	100	14.4	68.9	95	999	99/5500	-	68/3000	-	940	0

Ibiza
Rating ★★★½☆

It's got driving edge and the reassurance of VW backing. Prices are keen and standard kit isn't bad either.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SC FR 1.6 TDI	-	3	15910	6364	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	S 1.2 TDI	-	5	13855	5542	5-M	7	104	13.9	72.4	102	1199	74/4000	-	133/1500	-	1135	1000
D	S 1.2 TDI Ecomotive	-	5	14380	5752	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
D	SE 1.2 TDI Ecomotive	299	5	14910	5964	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
D	SE 1.6 TDI	-	5	15460	6184	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	FR 1.6 TDI	-	5	16460	6584	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	FR 2.0 TDI	-	5	17635	7054	6-M	22	130	8.2	60.1	123	1968	141/4200	-	236/1750	-	1245	1200
D	ST S 1.2 TDI Ecomotive	-	5	15080	6032	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
D	ST SE 1.2 TDI Ecomotive	-	5	15610	6244	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
D	ST SE 1.6 TDI	-	5	16160	6464	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200
D	ST FR 1.6 TDI	-	5	17160	6864	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200

Toledo
Rating ★★★½☆

Spacious hatchback that looks like a saloon. It's keenly priced and shares a design with the Skoda Rapid.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI Ecomotive	-	5	17150	6860	5-M	15	118	10.4	72.4	104	1598	103/4400	-	184/1500	-	1265	1200
D	S 1.6 TDI Auto	-	5	16985	6794	7-A	14	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1285	1200
D	SE 1.6 TDI Ecomotive	316	5	18370	7348	5-M	16	118	10.4	70.6	106	1598	103/4400	-	184/1500	-	1265	1200
D	SE 1.6 TDI Auto	-	5	18205	7282	7-A	14	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1285	1200
D	I-TECH 1.6 TDI Ecomotive	-	5	18870	7548	5-M	15	118	10.4	70.6	106	1598	103/4400	-	184/1500	-	1265	1200

LONG TERM TEST Leon
Rating ★★★★½

A Golf in a sporty Spanish outfit, it's a well-balanced combination of style, solidity and refinement.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SC S 1.6 TDI	-	3	17515	7006	5-M	13	119	10.6	74.3	99	1598	103/3000	-	184/1500	-	1266	1500
D	SC SE 1.6 TDI	-	3	18635	7454	5-M	13	119	10.6	74.3	99	1598	103/3000	-	184/1500	-	1266	1500
D	SC SE 1.6 TDI Auto	-	3	19885	7954	7-A	13	119	10.6	72.4	102	1598	103/3000	-	184/1500	-	1281	1500
D	SC SE 1.6 TDI Ecomotive	-	3	19625	7850	6-M	14	122	10.4	85.6	87	1598	109/3200	-	184/1500	-	1240	1000
D	SC SE 2.0 TDI	-	3	19985	7994	6-M	19	134	8.3	68.9	106	1968	148/3500	-	236/1750	-	1285	1600
D	SC SE 2.0 TDI Auto	-	3	21235	8494	6-A	19	131	8.3	64.2	117	1968	148/3500	-	236/1750	-	1302	1600
D	SC FR 2.0 TDI	-	3	21530	8612	6-M	20	134	8.3	68.9	106	1968	148/3500	-	236/1750	-	1285	1600
D	SC FR 2.0 TDI Auto	-	3	22880	9152	6-A	20	131	8.3	64.2	117	1968	148/3500	-	236/1750	-	1302	1600
D	SC FR 2.0 TDI	320	3	22520	9008	6-M	26	142	7.4	67.3	109	1968	181/4000	-	280/1750	-	1350	1600
D	SC FR 2.0 TDI Auto	-	3	23870	9548	6-A	26	140	7.4	62.8	119	1968	181/4000	-	280/1750	-	1370	1600
D	S 1.6 TDI	-	5	17815	7126	5-M	13	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1286	1500
D	SE 1.6 TDI	313	5	18935	7574	5-M	13	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1286	1500
D	SE 1.6 TDI Auto	-	5	20185	8074	7-A	13	119	10.7	72.4	102	1598	103/3000	-	184/1500	-	1301	1500
D	SE 1.6 TDI Ecomotive	328	5	19925	7970	6-M	14	122	10.4	85.6	87	1598	109/3200	-	184/1500	-	1260	1000
D	SE 2.0 TDI	-	5	20285	8114	6-M	19	134	8.4	68.9	106	1968	148/3500	-	236/1750	-	1305	1600
D	SE 2.0 TDI Auto	-	5	21535	8614	6-A	19	131	8.4	64.2	117	1968	148/3500	-	236/1750	-	1322	1600
D	FR 2.0 TDI	320	5	21830	8732	6-M	20	134	8.4	68.9	106	1968	148/3500	-	236/1750	-	1305	1600
D	FR 2.0 TDI Auto	-	5	23180	9272	6-A	20	131	8.4	64.2	117	1968	148/3500	-	236/1750	-	1322	1600
D	FR 2.0 TDI	-	5	22820	9128	6-M	26	142	7.5	67.3	109	1968	181/4000	-	280/1750	-	1345	1600
D	FR 2.0 TDI Auto	-	5	24170	9668	6-A	26	140	7.5	62.8	119	1968	181/4000	-	280/1750	-	1390	1600
D	ST S 1.6 TDI	-	5	18810	7524	5-M	13	119	11.1	74.3	99	1598	103/3000	-	184/1500	-	1331	1500
D	ST SE 1.6 TDI	-	5	19930	7972	5-M	13	119	11.1	74.3	99	1598	103/3000	-	184/1500	-	1331	1500
D	ST SE 1.6 TDI Auto	-	5	21180	8472	7-A	13	119	11.0	72.4	102	1598	103/3000	-	184/1500	-	1351	1500
D	ST SE 1.6 TDI Ecomotive	-	5	20920	8368	6-M	14	122	10.4	85.6	87	1598	109/3200	-	184/1500	-	1280	1000
D	ST SE 2.0 TDI	-	5	21280	8512	6-M	19	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1350	1600
D	ST SE 2.0 TDI Auto	-	5	22530	9012	6-A	19	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1380	1600
D	ST FR 2.0 TDI	330	5	22825	9130	6-M	20	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1350	1600
D	ST FR 2.0 TDI Auto	-	5	24175	9670	6-A	20	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1380	1600
D	ST FR 2.0 TDI	-	5	23815	9526	6-M	26	142	7.8	65.7	112	1968	181/4000	-	280/1750	-	1415	1600
D	ST FR 2.0 TDI Auto	-	5	25165	10066	6-A	26	140	7.8	60.1	122	1968	181/4000	-	280/1750	-	1435	1600
D	X-Perience SE 2.0 TDI	-	5	24385	9754	6-M	19	129	8.7	57.6	129	1968	148/3500	-	251/1750	-	1484	2000
D	X-Perience SE Technology 2.0 TDI	-	5	26370	10548	6-M	20	129	8.7	57.6	129	1968	148/3500	-	251/1750	-	1484	2000
D	X-Perience SE Technology 2.0 TDI Auto	-	5	28870	11548	6-A	23	139	7.1	57.6	129	1968	181/3500	-	280/1750	-	1529	1600

Altea
Rating ★★★☆☆

Take normal MPV formula and stir in Spanish spice. Decent results but add XL to mix if you need space.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	I-TECH 1.6 TDI Ecomotive	-	5	19345	6577	5-M	14	114	12.2	62.8	119	1598	103/4400	-	184/1500	-	1450	1400
D	I-TECH 1.6 TDI Auto	-	5	20215	6873	7-A	14	114	12.4	57.6	129	1598	103/4400	-	184/1500	-	1475	1400
D	I-TECH 2.0 TDI	-	5	20145	7252	6-M	19	125	9.7	57.6	129	1968	138/4200	-	236/1750	-	1465	1400
D	XL I-TECH 1.6 TDI Ecomotive	-	5	20065	7223	5-M	13	114	12.4	62.8	119	1598	103/4400	-	184/1500	-	1480	1400
D	XL I-TECH 1.6 TDI Auto	-	5	20935	7537	7-A	13	114	12.6	57.6	129	1598	103/4400	-	184/1500	-	1505	1400
D	XL I-TECH 2.0 TDI	-	5	20865	7511	6-M	19	125	9.8	57.6	129	1968	138/4200	-	236/1750	-	1490	1400

Alhambra
Rating ★★★★☆

Our MPV of the year for both 2011 and 2012 is rewarding to drive, civilised and roomy. Beats a Sharan for price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI Ecomotive	-	5	25630	10765	6-M	18	120	10.9	50.4	146	1968	138/4200	-	236/1750	-	1822	2200
D	S 2.0 TDI Auto	-	5	26915	11304	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1851	2200
D	SE 2.0 TDI Ecomotive	-	5	27510	11554	6-M	18	120	10.9	50.4	146	1968	138/4200	-	236/1750	-	1822	2200
D	SE 2.0 TDI Auto	-	5	28795	12094	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1851	2200
D	I-TECH 2.0 TDI Ecomotive	-	5	28630	12025	6-M	18	120	10.9	50.4	146	1968	138/4200	-	236/1750	-	1822	2200
D	I-TECH 2.0 TDI Auto	-	5	29915	12564	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1851	2200
D	SE Lux 2.0 TDI Ecomotive	-	5	30900	12978	6-M	18	120	10.9	50.4	146	1968	138/4200	-	236/1750	-	1822	2200
D	SE Lux 2.0 TDI Auto	-	5	32185	13518	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1851	2200
D	SE Lux 2.0 TDI	-	5	32420	13616	6-M	22	129	9.3	47.1	158	1968	174/4200	-	280/1750	-	1842	2200
D	SE Lux 2.0 TDI Auto	332	5	33705	14156	6-A	22	127	9.6	47.9	154	1968	174/4200	-	280/1750	-	1851	2200

SKODA

UK dealers: 134 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule

Citigo
Rating ★★★★½

Cheapest sub-100g/km models of the trio. Great to drive, comfortable and looks classy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 MPI GreenTech	-	3	9430	4149	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE 1.0 MPI GreenTech	-	5	9780	4303	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	Elegance 1.0 MPI GreenTech	-	3	10100	4444	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	Elegance 1.0 MPI GreenTech	-	5	10360	4558	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	Elegance 1.0 MPI GreenTech	-	3	10400	4576	5-M	2	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0
P	Elegance 1.0 MPI GreenTech	-	5	10750	4730	5-M	2	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0

New Fabia
Rating ★★★★☆

Latest car is both smarter and more frugal, with sharper looks and better equipment. It's pricier, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.4 TDI	-	5	14090	tba	5-M	12	113	11.1	83.1	88	1422	89/3000	-	170/1750	-	1081	1100
D	S 1.4 TDI Auto	-	5	15090	tba	7-A	12	113	11.1	78.5	94	1422	89/3000	-	170/1750	-	1111	1100
D	SE 1.4 TDI	-	5	15390	tba	5-M	10	113	11.1	83.1	88	1422	89/3000	-	170/1750	-	1081	1100
D	SE 1.4 TDI Auto	-	5	16390	tba	7-A	10	113	11.1	78.5	94	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	-	5	16240	tba	5-M	11	113	11.1	83.1	88	1422	89/3000	-	170/1750	-	1081	1100
D	SE L 1.4 TDI Auto	-	5	17240	tba	7-A	11	113	11.1	78.5	94	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	-	5	16840	tba	5-M	12	120	10.1	80.7	90	1422	104/3500	-	184/1750	-	1090	1100
D	Estate S 1.4 TDI	-	5	15090	tba	5-M	12	114	11.3	83.1	89	1422	89/3000	-	170/1750	-	1105	1100
D	Estate S 1.4 TDI Auto	-	5	16090	tba	7-A	12	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE 1.4 TDI	-	5	16535	tba	5-M	10	114	11.3	83.1	89	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE 1.4 TDI Auto	-	5	17535	tba	7-A	10	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17385	tba	5-M	11	114	11.3	83.1	89	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE L 1.4 TDI Auto	-	5	18385	tba	7-A	11	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17985	tba	5-M	12	122	10.2	80.7	92	1422	104/3500	-	184/1750	-	1114	1100

Roomster
Rating ★★★☆☆

Dumpy looks do it no favours: this mini MPV is versatile and roomy, and isn't too bad to drive either.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GreenLine II 1.2 TDI CR	-	5	16325	5551	5-M	9	103	15.4	67.3	109	1199	74/4200	-	133/2000	-	1239	1200
D	SE 1.6 TDI CR	-	5	15415	5549	5-M	11	106	13.3	60.1	124	1598	89/4200	-	170/1500	-	1247	1200
D	SE 1.6 TDI CR	-	5	15640	5630	5-M	13	112	11.5	60.1	124	1598	104/4400	-	184/1500	-	1247	1200
D	Scout 1.6 TDI CR	-	5	15965	5747	5-M	11	106	13.3	60.1	124	1598	89/4200	-	170/1500	-	1247	1200
D	Scout 1.6 TDI CR	-	5	16190	5828	5-M	13	112	11.5	60.1	124	1598	104/4400	-	184/1500	-	1247	1200

TOP5

CHEAPEST DIESEL FOUR-WHEEL-DRIVE VEHICLES ON SALE

1	Dacia Duster Ambiance dCi 110 4x4	£13,995
2	Fiat Panda 4x4 1.3 16v MultiJet	£15,295
3	Dacia Duster Lauréate dCi 110 4x4	£15,495
4	Fiat Panda Antartica 4x4 1.3 16v MultiJet	£15,995
5	SsangYong Korando SE4 4WD	£16,495

LONG TERM TEST Rapid
Rating ★★★½☆

You want a hatch that mimics a saloon yet has bags of room and vroom? Here's one from Skoda.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI CR	-	5	16015	7047	5-M	13	114	12.0	64.2	114	1598	89/4200	-	170/1500	-	1190	1200
D	S 1.6 TDI CR Auto	-	5	17175	7557	7-A	13	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1210	1200
D	S 1.6 TDI CR	-	5	16590	7300	5-M	16	118	10.4	64.2	114	1598	104/4400	-	184/1500	-	1190	1200
D	GreenLine 1.6 TDI CR	-	5	17975	7909	5-M	13	116	12.0	74.3	99	1598	89/4200	-	170/1500	-	1188	0
D	SE 1.6 TDI CR	-	5	16965	7465	5-M	13	114	12.0	64.2	114	1598	89/4200	-	170/1500	-	1190	1200
D	SE 1.6 TDI CR Auto	-	5	18125	7975	7-A	13	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1210	1200
D	SE 1.6 TDI CR GreenTech	-	5	17215	7575	5-M	13	114	12.0	72.4	104	1598	89/4200	-	170/1500	-	1190	1200
D	SE 1.6 TDI CR	-	5	17540	7718	5-M	15	118	10.4	64.2	114	1598	104/4400	-	184/1500	-	1190	1200
D	SE 1.6 TDI CR GreenTech	-	5	17790	7828	5-M	15	118	10.4	72.4	104	1598	104/4400	-	184/1500	-	1190	1200
D	Elegance 1.6 TDI CR	-	5	17715	7795	5-M	13	114	12.0	64.2	114	1598	89/4200	-	170/1500	-	1190	1200
D	Elegance 1.6 TDI CR Auto	-	5	18875	8305	7-A	13	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1210	1200
D	Elegance 1.6 TDI CR GreenTech	-	5	17965	7905	5-M	14	114	12.0	72.4	104	1598	89/4200	-	170/1500	-	1190	1200
D	Elegance 1.6 TDI CR	308	5	18290	8048	5-M	15	118	10.4	64.2	114	1598	104/4400	-	184/1500	-	1190	1200
D	Elegance 1.6 TDI CR GreenTech	-	5	18540	8158	5-M	15	118	10.4	72.4	104	1598	104/4400	-	184/1500	-	1190	1200
D	Spaceback S 1.6 TDI CR	-	5	16300	7172	5-M	13	113	11.9	64.2	114	1598	89/4200	-	170/1500	-	1185	1200
D	Spaceback S 1.6 TDI CR Auto	-	5	17460	7682	7-A	13	113	12.1	62.8	118	1598	89/4200	-	170/1500	-	1205	1200
D	Spaceback S 1.6 TDI CR	-	5	16950	7458	5-M	15	118	10.3	64.2	114	1598	104/4400	-	184/1500	-	1185	1200
D	Spaceback GreenLine 1.6 TDI CR	331	5	17355	7636	5-M	14	114	11.9	74.3	99	1598	89/4200	-	170/1500	-	1183	0
D	Spaceback SE Tech 1.6 TDI CR	-	5	17440	7674	5-M	14	113	11.9	64.2	114	1598	89/4200	-	170/1500	-	1185	1200
D	Spaceback SE Tech 1.6 TDI CR Auto	-	5	18600	8184	7-A	14	113	12.1	62.8	118	1598	89/4200	-	170/1500	-	1205	1200
D	Spaceback SE Tech 1.6 TDI CR GreenTech	-	5	17690	7784	5-M	14	113	12.1	70.6	104	1598	89/4200	-	170/1500	-	1185	1200
D	Spaceback SE Tech 1.6 TDI CR	-	5	18090	7960	5-M	16	118	10.3	64.2	114	1598	104/4400	-	184/1500	-	1185	1200
D	Spaceback SE Tech 1.6 TDI CR GreenTech	-	5	18340	8070	5-M	16	118	10.3	70.6	106	1598	104/4400	-	184/1500	-	1185	1200

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

POWER

Rapid (continued)

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Spaceback SE Sport 1.6 TDI CR	-	5	18640	8202	5-M	14	113	11.9	64.2	114	1598	89/4200	-	170/1500	-	1185	1200
D	Spaceback SE Sport 1.6 TDI CR Auto	-	5	19800	8712	7-A	14	113	12.1	62.8	118	1598	89/4200	-	170/1500	-	1205	1200
D	Spaceback SE Sport 1.6 TDI CR GreenTech	-	5	18890	8312	5-M	14	113	12.1	70.6	104	1598	89/4200	-	170/1500	-	1185	1200
D	Spaceback SE Sport 1.6 TDI CR	-	5	19290	8488	5-M	16	118	10.3	64.2	114	1598	104/4400	-	184/1500	-	1185	1200
D	Spaceback SE Sport 1.6 TDI CR GreenTech	-	5	19540	8598	5-M	16	118	10.3	70.6	106	1598	104/4400	-	184/1500	-	1185	1200

LONG TERM TEST

Octavia

Rating ★★★★½

Has grace, space and pace. All underpinned by VW Golf origins. A cracking combination.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI CR	-	5	18575	8173	5-M	13	121	10.8	74.3	99	1598	104/3000	-	184/1500	-	1230	1500
D	S 1.6 TDI CR Auto	-	5	19825	8723	7-A	13	121	10.9	72.4	102	1598	104/3000	-	184/1500	-	1245	1500
D	SE 1.6 TDI CR	313	5	19925	8767	5-M	13	121	10.8	74.3	99	1598	104/3000	-	184/1500	-	1230	1500
D	SE 1.6 TDI CR Auto	-	5	21175	9317	7-A	13	121	10.9	72.4	102	1598	104/3000	-	184/1500	-	1245	1500
D	SE 2.0 TDI CR	-	5	20825	9163	6-M	19	135	8.5	68.9	106	1968	148/3500	-	236/1750	-	1255	1600
D	SE 2.0 TDI CR Auto	-	5	22075	9713	6-A	19	134	8.6	62.8	119	1968	148/3500	-	236/1750	-	1275	1600
D	GreenLine III 1.6 TDI CR	328	5	20515	9027	6-M	15	128	10.6	88.3	85	1598	108/3250	-	184/1500	-	1205	1300
D	SE Business 1.6 TDI CR	-	5	19775	8701	5-M	14	121	10.8	74.3	99	1598	104/3000	-	184/1500	-	1230	1500
D	SE Business 1.6 TDI CR Auto	-	5	21025	9251	7-A	14	121	10.9	72.4	102	1598	104/3000	-	184/1500	-	1245	1500
D	SE Business 1.6 TDI CR GreenLine III	-	5	20365	8961	6-M	15	128	10.6	88.3	85	1598	108/3250	-	184/1500	-	1205	1300
D	SE Business 2.0 TDI CR	-	5	20675	9097	6-M	20	135	8.5	68.9	106	1968	148/3500	-	236/1750	-	1255	1600
D	SE Business 2.0 TDI CR Auto	-	5	21925	9647	6-A	20	134	8.6	62.8	119	1968	148/3500	-	236/1750	-	1275	1600
D	Elegance 1.6 TDI CR	-	5	21625	9515	5-M	14	121	10.8	74.3	99	1598	104/3000	-	184/1500	-	1230	1500
D	Elegance 1.6 TDI CR Auto	-	5	22875	10065	7-A	14	121	10.9	72.4	102	1598	104/3000	-	184/1500	-	1245	1500
D	Elegance 2.0 TDI CR	-	5	22525	9911	6-M	20	135	8.5	68.9	106	1968	148/3500	-	236/1750	-	1255	1600
D	Elegance 2.0 TDI CR Auto	-	5	23775	10461	6-A	20	134	8.6	62.8	119	1968	148/3500	-	236/1750	-	1275	1600
D	Laurin & Klement 2.0 TDI CR	-	5	26755	11772	6-M	22	135	8.5	68.9	106	1968	148/3500	-	236/1750	-	1255	1600
D	Laurin & Klement 2.0 TDI CR Auto	-	5	28005	12322	6-A	22	134	8.6	62.8	119	1968	148/3500	-	236/1750	-	1275	1600
D	vRS 2.0 TDI CR	315	5	24365	10721	6-M	26	144	8.1	61.4	119	1968	181/3500	-	280/1750	-	1395	1600
D	vRS 2.0 TDI CR Auto	-	5	25755	11332	6-A	26	143	8.2	56.5	129	1968	181/3500	-	280/1750	-	1415	1600
D	Estate S 1.6 TDI CR	-	5	19380	8527	5-M	13	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate S 1.6 TDI CR Auto	-	5	20630	9077	7-A	13	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate SE 1.6 TDI CR	-	5	20730	9121	5-M	13	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate SE 1.6 TDI CR Auto	-	5	21980	9671	7-A	13	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate SE 1.6 TDI CR 4x4	-	5	22180	9759	5-M	13	117	11.7	60.1	119	1598	104/3000	-	184/1500	-	1360	1700
D	Estate SE 2.0 TDI CR	-	5	21630	9517	6-M	19	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1600
D	Estate SE 2.0 TDI CR Auto	-	5	22880	10067	6-A	19	132	8.7	62.8	119	1968	148/3500	-	236/1750	-	1292	1600
D	Estate SE 2.0 TDI CR 4x4	-	5	23080	9694	6-M	19	132	8.7	57.6	124	1968	148/3500	-	236/1750	-	1380	2000
D	Estate GreenLine III 1.6 TDI CR	-	5	21320	9381	6-M	15	127	10.7	88.3	85	1598	108/3250	-	184/1500	-	1205	1300
D	Estate SE Business 1.6 TDI CR	-	5	20580	9055	5-M	14	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate SE Business 1.6 TDI CR Auto	-	5	21830	9605	7-A	14	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate SE Business 1.6 TDI CR GreenLine III	-	5	21170	9315	6-M	15	127	10.7	88.3	85	1598	108/3250	-	184/1500	-	1205	1300
D	Estate SE Business 2.0 TDI CR	-	5	21480	9451	6-M	20	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1600
D	Estate SE Business 2.0 TDI CR Auto	-	5	22730	10001	6-A	20	132	8.7	62.8	119	1968	148/3500	-	236/1750	-	1292	1600
D	Estate Elegance 1.6 TDI CR	-	5	22430	9869	5-M	14	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate Elegance 1.6 TDI CR Auto	-	5	23680	10419	7-A	14	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate Elegance 1.6 TDI CR 4x4	-	5	23880	10507	5-M	14	117	11.7	60.1	119	1598	104/3000	-	184/1500	-	1360	1700
D	Estate Elegance 2.0 TDI CR	-	5	23330	10265	6-M	20	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1600
D	Estate Elegance 2.0 TDI CR Auto	325	5	24580	10815	6-A	20	132	8.7	62.8	119	1968	148/3500	-	236/1750	-	1292	1600
D	Estate Elegance 2.0 TDI CR 4x4	-	5	24780	10408	6-M	20	132	8.7	57.6	124	1968	148/3500	-	236/1750	-	1380	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	27560	12126	6-M	22	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1600
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	28810	12676	6-A	22	132	8.7	62.8	119	1968	148/3500	-	236/1750	-	1292	1600
D	Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	29010	12184	6-M	21	132	8.7	57.6	124	1968	148/3500	-	236/1750	-	1380	2000
D	Estate vRS 2.0 TDI CR	-	5	25170	11075	6-M	26	143	8.2	61.4	119	1968	181/3500	-	280/1750	-	1407	1600
D	Estate vRS 2.0 TDI CR Auto	-	5	26560	11686	6-A	26	142	8.3	56.5	129	1968	181/3500	-	280/1750	-	1427	1600
D	Scout 2.0 TDI CR 4x4	-	5	25530	10723	6-M	19	129	9.1	56.5	129	1968	148/3500	-	251/1750	-	1451	2000
D	Scout 2.0 TDI CR 4x4 Auto	332	5	28205	11846	6-A	22	136	7.8	55.4	134	1968	181/3500	-	280/1750	-	1484	1800

CHART TOPPERS

BEST SELLING PETROL HYBRID CARS IN 2014

1	Toyota Auris Hybrid	9,599
2	Toyota Yaris Hybrid	8,383
3	Mitsubishi Outlander PHEV	5,364
4	Lexus CT 200h	4,235
5	Lexus IS 300h	3,625

Superb

Rating ★★★★½

Newly refreshed, and a little more expensive. There's still limousine levels of luxury though, and it's great to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI CR	-	5	19890	9945	6-M	17	121	12.1	62.8	117	1598	104/4400	-	184/1500	-	1437	1500
D	S 1.6 TDI CR GreenLine III	-	5	20200	10100	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	S 2.0 TDI CR	-	5	20490	10245	6-M	22	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	S 2.0 TDI CR Auto	-	5	21930	10965	6-A	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	SE 1.6 TDI CR GreenLine III	-	5	21665	10833	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	SE 2.0 TDI CR	-	5	22130	11065	6-M	23	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	SE 2.0 TDI CR Auto	-	5	23570	11785	6-A	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	SE 2.0 TDI CR	-	5	23060	11530	6-M	25	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	SE 2.0 TDI CR Auto	-	5	24500	12250	6-A	25	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	SE 2.0 TDI CR 4x4 Auto	-	5	25960	12980	6-A	24	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	SE Business 1.6 TDI CR GreenLine III	-	5	20625	10313	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	SE Business 2.0 TDI CR	-	5	21090	10545	6-M	22	132	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	SE Business 2.0 TDI CR Auto	-	5	22525	11263	6-A	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Elegance 1.6 TDI CR GreenLine III	-	5	23990	11995	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	Elegance 2.0 TDI CR	-	5	24840	12420	6-M	23	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	Elegance 2.0 TDI CR Auto	-	5	26280	13140	6-A	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Elegance 2.0 TDI CR 4x4	-	5	26430	13215	6-M	22	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
D	Elegance 2.0 TDI CR	-	5	25770	12885	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	Elegance 2.0 TDI CR Auto	-	5	27210	13605	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	Elegance 2.0 TDI CR 4x4 Auto	-	5	28670	14335	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	Laurin & Klement 2.0 TDI CR	-	5	26960	13480	6-M	24	132	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	Laurin & Klement 2.0 TDI CR Auto	-	5	28400	14200	6-A	24	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Laurin & Klement 2.0 TDI CR 4x4	-	5	28550	14275	6-M	23	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
D	Laurin & Klement 2.0 TDI CR	-	5	27890	13945	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	Laurin & Klement 2.0 TDI CR Auto	-	5	29330	14665	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	30790	15395	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	Estate S 1.6 TDI CR	-	5	21015	10508	6-M	17	119	12.2	61.4	119	1598	104/4400	-	184/1500	-	1459	1500
D	Estate S 1.6 TDI CR GreenLine III	-	5	21325	10663	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate S 2.0 TDI CR	-	5	21615	10808	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate S 2.0 TDI CR Auto	-	5	23055	11528	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate SE 1.6 TDI CR GreenLine III	-	5	22945	11473	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate SE 2.0 TDI CR	-	5	23410	11705	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate SE 2.0 TDI CR Auto	-	5	24850	12425	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate SE 2.0 TDI CR	-	5	24340	12170	6-M	25	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate SE 2.0 TDI CR Auto	-	5	25780	12890	6-A	25	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
D	Estate SE 2.0 TDI CR 4x4 Auto	-	5	27240	13620	6-A	24	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate SE Business 1.6 TDI CR GreenLine III	-	5	21905	10953	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate SE Business 2.0 TDI CR	-	5	22370	11185	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate SE Business 2.0 TDI CR Auto	-	5	23810	11905	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Elegance 1.6 TDI CR GreenLine III	318	5	25375	12688	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate Elegance 2.0 TDI CR	-	5	26120	13060	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate Elegance 2.0 TDI CR Auto	-	5	27560	13780	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Elegance 2.0 TDI CR 4x4	-	5	27710	13855	6-M	22	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Elegance 2.0 TDI CR	-	5	27050	13525	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate Elegance 2.0 TDI CR Auto	-	5	28490	14245	6-A	26	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
D	Estate Elegance 2.0 TDI CR 4x4 Auto	-	5	29950	14975	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	28890	14445	6-M	24	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	30330	15165	6-A	24	130	10.2	55.4	134	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	30480	15240	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	29820	14910	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	31245	15623	6-A	26	137	8.7	54.3	138	1968	168/4200	-	258/1750	-	1504	1800
D	Estate Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	32720	16360	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate Outdoor Plus 2.0 TDI CR 4x4	-	5	28000	14000	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Outdoor Plus 2.0 TDI CR 4x4 Auto	-	5	30240	15120	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000

LONG TERM TEST

Yeti

Rating ★★★★½

Now sporting Skoda's corporate face, it's a cool family tool with lots of space and flexibility. It's fun to drive, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI CR GreenLine II	-	5	18405	9571	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
D	S 2.0 TDI CR	-	5	18255	9493	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
D	SE 1.6 TDI CR GreenLine II	-	5	19915	10356	5-M	15	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
D	SE 2.0 TDI CR	-	5	19765	10278	5-M	15	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
D	Elegance 1.6 TDI CR GreenLine II	-	5	21675	11271	5-M	15	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
D	Elegance 2.0 TDI CR	-	5	21590	11227	5-M	15	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
D	Monte Carlo 2.0 TDI CR 4x4	-	5	24590	10820	6-M	23	125	8.4	49.6	149	1968	168/4200	-	258/1750	-	1465	2100
D	Monte Carlo 2.0 TDI CR 4x4 Auto	-	5	25690	11304	6-A	23	122	8.6	44.8	164	1968	168/4200	-	258/1750	-	1490	2100
D	Outdoor S 1.6 TDI CR GreenLine II	-	5	18405	9571	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
D	Outdoor S 2.0 TDI CR	-	5	18255	9493	5-M	14	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
D	Outdoor S 2.0 TDI CR 4x4	-	5	19895	10345	6-M	15	108	12.2	47.9	154	1968	108/4200	-	207/1750	-	1450	1800
D	Outdoor SE 1.6 TDI CR GreenLine II	-	5	19915	10356	5-M	15	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
D	Outdoor SE 2.0 TDI CR	-	5	19765	10278	5-M	15	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
D	Outdoor SE 2.0 TDI CR 4x4	-	5	21405	11131	6-M	15	108	12.2	47.9	154	1968	108/4200	-	207/1750	-	1450	1800
D	Outdoor SE 2.0 TDI CR 4x4	-	5	22230	10670	6-M	19	118	9.9	48.7	152	1968	138/4200	-	236/1750	-	1460	2100
D	Outdoor SE 2.0 TDI CR 4x4 Auto	-	5	23330	11198	6-A	19	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1485	2100
D	Outdoor SE Business 1.6 TDI CR GreenLine II	-	5	19805	10299	5-M	14	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
D	Outdoor SE Business 2.0 TDI CR 4x4	-	5	22120	10618	6-M	18	118	9.9	48.7	152	1968	138/4200	-	236/1750	-	1460	2100
D	Outdoor SE Business 2.0 TDI CR 4x4 Auto	-	5	23220	11146	6-A	18	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1485	2100
D	Outdoor Elegance 1.6 TDI CR GreenLine II	326	5	21675	11271	5-M	15	109	12.1	61.4	119	1598	104/4400	-	184/1500	-	1335	1400
D	Outdoor Elegance 2.0 TDI CR	-	5	21590	11227	5-M	15	110	11.6	55.4	134	1968	108/4200	-	184/1500	-	1345	1500
D	Outdoor Elegance 2.0 TDI CR 4x4	-	5	24165	11599	6-M	19	118	9.9	48.7	152	1968	138/4200	-	236/1750	-	1460	2100
D	Outdoor Elegance 2.0 TDI CR 4x4 Auto	-	5	25265	12127	6-A	19	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1485	2100
D	Outdoor Elegance 2.0 TDI CR 4x4	-	5	24840	10930	6-M	23	125	8.4	49.6	149	1968	168/4200	-	258/1750	-	1465	2100
D	Outdoor Elegance 2.0 TDI CR 4x4 Auto	-	5	25940	11414	6-A	23	122	8.6	44.8	164	1968	168/4200	-	258/1750	-	1490	2100
D	Outdoor Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	27495	13198	6-A	20	116	10.2	44.8	164	1968	138/4200	-	236/1750	-	1485	2100
D	Outdoor Laurin & Klement 2.0 TDI CR 4x4	-	5	27070	11911	6-M	24	125	8.4	49.6	149	1968	168/4200	-	258/1750	-	1465	2100
D	Outdoor Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	28170	12395	6-A	24	122	8.6	44.8	164	1968	168/4200	-	258/1750	-	1490	2100

SMART

UK dealers: 52 **Warranty:** 2 years/Unlimited mileage **Servicing:** 20,000miles

New fortwo

Rating COMING SOON

More refined and grown up than before - we've yet to test it yet, but will report back soon.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	2	11125	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	passion	-	2	11720	tba	5-M	tba	96	10.4	67.3	97	898	89/5500	-	83/2500	-	880	0
P	prime	-	2	11820	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	prime	-	2	12415	tba	5-M	tba	96	10.4	67.3	97	898	89/5500	-	83/2500	-	880	0
P	proxy	-	2	11820	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	proxy	-	2	12415	tba	5-M	tba	96	10.4	67.3	97	898	89/5500	-	83/2500	-	880	0
P	edition #1	-	2	13225	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	edition #1	-	2	13820	tba	5-M	tba	96	10.4	67.3	97	898	89/5500	-	83/2500	-	880	0

fortwo

Rating ★★★☆☆

Electric power meets haiku in this nutshell package. City friendly but lacks driving refinement.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	coupé grandstyle edition mhd	-	2	10330	tba	5-A	5	90	13.7	65.7	98	999	70/5800	-	68/2800	-	825	0
P	coupé grandstyle plus edition mhd	-	2	10529	tba	5-A	5	90	13.7	65.7	98	999	70/5800	-	68/2800	-	825	0
E	coupé electric drive sale&care	-	2	12275	tba	1-A	13	78	11.5	(90)	0	-	-	74	-	96	900	0
E	coupé electric drive standard	-	2	15395	tba	1-A	13	78	11.5	(90)	0	-	-	74	-	96	900	0
P	cabrio grandstyle edition mhd	-	2	11830	tba	5-A	7	90	13.7	64.2	100	999	70/5800	-	68/2800	-	855	0
P	cabrio grandstyle plus edition mhd	-	2	12029	tba	5-A	7	90	13.7	64.2	100	999	70/5800	-	68/2800	-	855	0
E	cabrio electric drive sale&care	-	2	13400	tba	1-A	15	78	11.5	(90)	0	-	-	74	-	96	920	0
E	cabrio electric drive standard	-	2	16895	tba	1-A	15	78	11.5	(90)	0	-	-	74	-	96	920	0

New forfour

Rating COMING SOON

Twinned with the Renault Twingo, it's a return for a smart car able to carry more than two.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	5	11620	tba	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	prime	-	5	12315	tba	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	proxy	-	5	12315	tba	5-M	3	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	edition #1	-	5	13720	tba	5-M	3	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0

SSANGYONG

UK dealers: 60 **Warranty:** 5 years/Unlimited mileage **Servicing:** 12,500miles

Korando

Rating ★★★☆☆

Korando's better than ever, with steady improvements and greater refinement. It's good value with excellent warranty.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2WD	330	5	14995	4798	6-M	22	116	9.9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000
D	LE 2WD	-	5	16495	5278	6-M	tba	116	9.9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000
D	SE4 4WD	-	5	16495	5278	6-M	22	116	9.9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D	ELX4 4WD	-	5	19995	6398	6-M	24	116	9.9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D	ELX4 4WD Auto	-	5	21495	6878	6-A	24	112	9.9	37.7	199	1998	173/4000	-	266/2000	-	1747	2000

Turismo

Rating COMING SOON

It's no oil painting, but it is an absolute bargain to buy. It's boat-like to drive, and majors on interior spaciousness.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S	-	5	17995	6118	6-M	31	107	-	37.2	199	1998	153/3400	-	266/1500	-	2115	2500
D	ES	-	5	19995	6798	6-M	32	107	-	37.2	199	1998	153/3400	-	266/1500	-	2115	2500
D	ES Auto	-	5	21495	7308	5-A	32	108	-	36.2	205	1998	153/3400	-	266/1500	-	2139	2500
D	EX 4WD Auto	-	5	23995	8158	5-A	33	108	-	34.9	212	1998	153/3400	-	266/1500	-	2248	2500

Rexton W

Rating ★★★☆☆

The Rexton name returns. Heavyweight SUV with excellent towing capacity and better quality than before.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SX 4WD	-	5	21995	7478	6-M	31	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
D	EX 4WD	-	5	24495	8328	6-M	32	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
D	EX 4WD Auto	-	5	25995	8838	5-A	32	109	-	36.2	206	1998	153/4000	-	266/1500	-	2128	3000

Korando Sports

Rating ★★★☆☆

Multi-talented pick up fit for fields and the fast lane. Steering a touch numb on road though.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SX 4WD	-	4	17938	5381	6-M	5	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D	EX 4WD	-	4	20338	6101	6-M	6	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D	EX 4WD Auto	-	4	22138	6641	6-A	6	106	-	35.3	212	1998	153/4000	-	266/1500	-	2110	2700

SUBARU

UK dealers: 62 **Warranty:** 5 years/100,000miles **Servicing:** 12,000miles

XV

Rating ★★★½☆

Subaru joins the smart crossover set. XV makes sense as a diesel do-it-all. Boxer engine a gem.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D SE	317	5	23995	10558	6-M	26	120	9.3	50.4	146	1998	145/3600	-	258/1600	-	1415	1600
D	2.0D Black	-	5	24995	10998	6-M	26	120	9.3	50.4	146	1998	145/3600	-	258/1600	-	1415	1600
D	2.0D SE Premium	-	5	25995	11438	6-M	26	120	9.3	50.4	146	1998	145/3600	-	258/1600	-	1415	1600

Forester

Rating ★★★☆☆

More chunky estate than SUV, powered by charismatic Boxer engine. Rugged, ready and now revised.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D X	-	5	24995	11998	6-M	24	118	10.2	49.6	150	1998	145/3600	-	258/1600	-	1540	2000
D	2.0D XC	317	5	26995	12958	6-M	25	118	10.2	47.9	156	1998	145/3600	-	258/1600	-	1556	2000

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D XC Premium	-	5	28995	13918	6-M	25	118	10.2	47.9	156	1998	145/3600	-	258/1600	-	1556	2000

New Outback
Rating COMING SOON

Fifth generation Outback is cheaper than before, yet more sophisticated. We're yet to test it, but will do soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D SE	-	5	27995	12318	6-M	tba	tba	tba	tba	145	tba	tba	-	tba	-	tba	tba
D	2.0D SE Lineartronic	-	5	29995	13198	CVT	tba	tba	tba	tba	159	tba	tba	-	tba	-	tba	tba
D	2.0D SE Premium	-	5	30995	13638	6-M	tba	tba	tba	tba	145	tba	tba	-	tba	-	tba	tba
D	2.0D SE Premium Lineartronic	-	5	32995	14518	CVT	tba	tba	tba	tba	159	tba	tba	-	tba	-	tba	tba

Outback
Rating ★★★☆☆

New automatic gearbox marks the launch of the revised Outback. Rugged, dependable and the farmer's friend.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D SX	-	5	29995	13198	6-M	26	121	9.7	47.9	155	1998	148/3600	-	258/1600	-	1571	1700
D	2.0D SX Lineartronic	317	5	31495	13858	CVT	26	121	9.7	44.8	166	1998	148/3600	-	258/1600	-	1624	1700

SUZUKI
UK dealers: 151 **Warranty:** 3 years/60,000miles **Servicing:** 9,000miles (12,500miles SX4 S–Cross)

Alto
Rating ★★½☆☆

VAT-free offer makes this a seriously cheap car. Due to replaced by Celerio early in 2015.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1.0 SZ	-	5	7199	3168	5-M	4	96	13.5	65.7	99	996	67/6000	-	66/3400	-	885	200

Celerio
Rating ★★★½☆

It may sound like a vegetable, but it's a capable and frugal city car that replaces the Alto and Splash.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1.0 SZ3	-	5	7999	3520	5-M	tba	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P	1.0 SZ4	-	5	8999	3960	5-M	tba	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400

Swift
Rating ★★★½☆

Cute looks, keen pricing and good fuel economy. New tax-free model steers and goes nicely.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1.2 SZ4 Dualjet	-	5	12699	5588	5-M	11	tba	tba	65.7	99	tba	tba	-	tba	-	tba	tba

LONG TERM TEST

SX4 S-Cross
Rating ★★★★☆

Bigger and better than ever before, with class leading economy and CO_2 emissions.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 DDiS SZ3	-	5	16999	6460	6-M	20	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D	1.6 DDiS SZ4	319	5	17999	6840	6-M	20	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D	1.6 DDiS SZ-T	-	5	19499	7410	6-M	20	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D	1.6 DDiS SZ5	-	5	21749	8265	6-M	19	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D	1.6 DDiS SZ-T Allgrip	-	5	21299	8094	6-M	18	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500
D	1.6 DDiS SZ5 Allgrip	-	5	23549	8949	6-M	19	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500

TESLA
UK dealers: 4 **Warranty:** 4 years/50,000miles **Servicing:** tba

Model S
Rating ★★★★½

Just one word describes the Model S and that's sensational. It's got real on-road presence and is affordable to run.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	60	-	5	49380	tba	1-A	50	120	5.9	(242)	0	-	-	375	-	325	2100	tba
E	85	-	5	56400	tba	1-A	50	140	5.4	(312)	0	-	-	382	-	325	tba	tba
E	P85D	-	5	76400	tba	1-A	50	155	3.2	(312)	0	-	-	682	-	tba	tba	tba

TOYOTA
UK dealers: 148 **Warranty:** 5 years/100,000miles (Hilux 3 years/60,000 miles)
Servicing: 10,000miles (Verso 15,000 miles)

Aygo
Rating ★★★½☆

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	x 1.0 VVT-i	-	3	8595	4298	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x 1.0 VVT-i	-	5	8995	4498	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-play 1.0 VVT-i	-	3	9795	4898	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-play 1.0 VVT-i	-	5	10195	5098	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-play 1.0 VVT-i x-shift	-	5	10895	5448	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-pression 1.0 VVT-i	-	3	10995	5498	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-pression 1.0 VVT-i	-	5	11395	5698	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-pression 1.0 VVT-i x-shift	-	5	12095	6048	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-cite 1.0 VVT-i	-	3	11195	5598	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-cite 1.0 VVT-i	-	5	11595	5798	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-cite 1.0 VVT-i x-shift	-	5	12295	6148	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-clusiv 1.0 VVT-i	-	3	11295	5648	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-clusiv 1.0 VVT-i	-	5	11695	5848	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-clusiv 1.0 VVT-i x-shift	-	5	12395	6198	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0

New Yaris
Rating ★★★★☆

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Active 1.0 VVT-i	-	3	10995	5278	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
P	Active 1.0 VVT-i	-	5	11595	5566	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
P	Icon 1.0 VVT-i	-	3	12745	6118	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
P	Icon 1.0 VVT-i	-	5	13345	6406	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
D	Icon 1.4 D-4D	-	5	15595	6862	6-M	11	109	10.8	74.3	99	1364	89/3800	-	151/1800	-	1050	780
PE	Hybrid Icon 1.5 VVT-i	-	5	16195	7126	CVT	10	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1085	0
PE	Hybrid Excel 1.5 VVT-i (15-inch wheels)	-	5	17695	7786	CVT	11	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1160	0
PE	Hybrid Excel 1.5 VVT-i (16-inch wheels)	332	5	17695	7786	CVT	11	103	11.8	78.5	82	1497	74/4800	60	82/3600	125	1160	0

Auris
Rating ★★★½☆

Looks don't stir the senses and neither does the driving experience. Keenly priced and great warranty though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.4 D-4D	-	5	16295	7496	6-M	10	112	12.5	74.3	99	1364	89/3800	-	151/1800	-	1290	1000
D	Icon 1.4 D-4D	308	5	18995	8738	6-M	10	112	12.5	72.4	103	1364	89/3800	-	151/1800	-	1290	1000
PE	Icon Hybrid 1.8 VVT-i	-	5	20645	9497	CVT	12	112	10.9	78.5	84	1798	98/5200	81	105/4000	153	1420	0
D	Icon Plus 1.4 D-4D	-	5	19795	9106	6-M	10	112	12.5	72.4	103	1364	89/3800	-	151/1800	-	1290	1000
PE	Icon Plus Hybrid 1.8 VVT-i	-	5	21545	9911	CVT	14	112	10.9	78.5	86	1798	98/5200	81	105/4000	153	1420	0
D	Excel 1.4 D-4D	-	5	21495	9888	6-M	10	112	12.5	68.9	107	1364	89/3800	-	151/1800	-	1290	1000
PE	Excel Hybrid 1.8 VVT-i	-	5	22890	9156	CVT	12	112	10.9	72.4	91	1798	98/5200	81	105/4000	153	1420	0
D	Touring Sports Active 1.4 D-4D	-	5	17395	7654	6-M	10	109	13.0	67.3	109	1364	89/3800	-	151/1800	-	1340	1000
D	Touring Sports Icon 1.4 D-4D	316	5	20095	8842	6-M	10	109	13.0	67.3	109	1364	89/3800	-	151/1800	-	1340	1000
PE	Touring Sports Icon Hybrid 1.8 VVT-i	-	5	21745	9568	CVT	12	109	11.2	76.3	85	1798	98/5200	81	105/4000	153	1465	0
D	Touring Sports Icon Plus 1.4 D-4D	-	5	20895	9194	6-M	10	109	13.0	67.3	109	1364	89/3800	-	151/1800	-	1340	1000
PE	Touring Sports Icon Plus Hybrid 1.8 VVT-i	-	5	22645	9964	CVT	14	109	11.2	76.3	87	1798	98/5200	81	105/4000	153	1465	0
D	Touring Sports Excel 1.4 D-4D	-	5	22595	9942	6-M	10	109	13.0	67.3	112	1364	89/3800	-	151/1800	-	1340	1000
PE	Touring Sports Excel Hybrid 1.8 VVT-i	-	5	23990	10556	CVT	12	109	11.2	70.6	92	1798	98/5200	81	105/4000	153	1465	0

Verso
Rating ★★★½☆

New BMW-sourced engine and new, meaner face brings some much-needed edge to Toyota's MPV.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 D-4D	-	5	19990	8796	6-M	13	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300
D	Icon 1.6 D-4D	-	5	21995	9678	6-M	14	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300
D	Trend 1.6 D-4D	-	5	22995	10118	6-M	14	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300
D	Excel 1.6 D-4D	325	5	23995	10558	6-M	14	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300

Prius
Rating ★★★½☆

Good for limbs and luggage, updated original is far more economical and enjoyable. Lacks driving edge though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	T3 Hybrid 1.8 VVT-i	-	5	21995	10558	CVT	15	112	10.4	72.4	89	1798	98/5200	81	105/4000	153	1365	0
PE	T4 Hybrid 1.8 VVT-i	-	5	23745	10923	CVT	15	112	10.4	70.6	92	1798	98/5200	81	105/4000	153	1365	0
PE	T Spirit Hybrid 1.8 VVT-i	304	5	25295	11636	CVT	15	112	10.4	70.6	92	1798	98/5200	81	105/4000	153	1365	0
PE	T Spirit Hybrid 1.8 VVT-i (with solar roof)	-	5	26845	12349	CVT	15	112	10.4	72.4	89	1798	98/5200	81	105/4000	153	1365	0
PE	Plug-in Hybrid 1.8 VVT-i	-	5	28395	13062	CVT	16	112	11.3	134.5	49	1798	98/5200	81	105/4400	153	1425	0

New Prius+
Rating ★★★½☆

Updated seven-seat version of Prius returns great economy and is comfy, but lacks thrills in motion.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	Icon Hybrid 1.8 VVT-i	-	5	26995	12418	CVT	15	103	11.3	68.9	96	1798	98/5200	81	105/4400	153	1495	0
PE	Excel Hybrid 1.8 VVT-i	-	5	29245	13453	CVT	15	103	11.3	64.2	101	1798	98/5200	81	105/4400	153	1495	0
PE	Excel Plus Hybrid 1.8 VVT-i	-	5	31245	14373	CVT	16	103	11.3	64.2	101	1798	98/5200	81	105/4400	153	1495	0

Avensis
Rating ★★★½☆

Brilliant at being average. Won't do anything to incentivise the workforce but should keep them safe.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 2.0 D-4D	-	4	18695	8226	6-M	17	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
D	Icon 2.0 D-4D	-	4	21295	9370	6-M	17	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
D	Icon 2.2 D-CAT Auto	-	4	23400	9828	6-A	20	127	9.5	45.6	165	2231	148/3600	-	251/2000	-	1530	1600
D	Icon Business Edition 2.0 D-4D	-	4	21495	9458	6-M	17	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
D	Icon Business Edition 2.2 D-CAT Auto	-	4	23600	9912	6-A	20	127	9.5	45.6	165	2231	148/3600	-	251/2000	-	1530	1600
D	Excel 2.0 D-4D	-	4	24495	10778	6-M	18	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
D	Excel 2.2 D-4D	-	4	25500	10710	6-M	21	130	8.9	51.4	145	2231	148/3600	-	251/2000	-	1515	1800
D	Excel 2.2 D-CAT Auto	-	4	26595	11170	6-A	21	127	9.5	44.8	167	2231	148/3600	-	251/2000	-	1530	1600
D	Tourer Active 2.0 D-4D	-	5	19745	8293	6-M	17	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
D	Tourer Icon 2.0 D-4D	-	5	22345	9385	6-M	17	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
D	Tourer Icon 2.2 D-CAT Auto	-	5	24445	9778	6-A	20	127	9.8	44.1	170	2231	148/3600	-	251/2000	-	1560	1600
D	Tourer Icon Business Edition 2.0 D-4D	-	5	22545	9469	6-M	17	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
D	Tourer Icon Business Edition 2.2 D-CAT Auto	-	5	24645	9858	6-A	20	127	9.8	44.1	170	2231	148/3600	-	251/2000	-	1560	1600
D	Tourer Excel 2.0 D-4D	-	5	26145	10981	6-M	18	124	10.0	62.8	119	1998	122/3600	-	229/1600	-	1510	1600
D	Tourer Excel 2.2 D-4D	-	5	27150	10860	6-M	21	130	9.2	50.4	149	2231	148/3600	-	251/2000	-	1545	1800
D	Tourer Excel 2.2 D-CAT Auto	323	5	28245	11298	6-A	21	127	9.8	43.5	173	2231	148/3600	-	251/2000	-	1560	1600

RAV4
Rating ★★★☆☆

Roomier, better equipped and priced keener, but doesn't go to the top of the class in driving ability.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 2.0 D-4D 2WD	-	5	22495	8998	6-M	26	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
D	Business Edition 2.0 D-4D 2WD	-	5	23995	9598	6-M	25	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
D	Icon 2.0 D-4D 2WD	-	5	24995	9998	6-M	26	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
D	Icon 2.0 D-4D AWD	-	5	26000	10400	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
D	Icon 2.2 D-4D AWD	-	5	26800	10720	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
D	Icon 2.2 D-CAT AWD Auto	-	5	27905	11162	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800
D	Invincible 2.0 D-4D 2WD	-	5	26945	10778	6-M	27	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
D	Invincible 2.0 D-4D AWD	-	5	27950	11180	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
D	Invincible 2.2 D-4D AWD	312	5	28750	11500	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
D	Invincible 2.2 D-CAT AWD Auto	-	5	29855	11942	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800

Land Cruiser
Rating ★★★☆☆

Bolder and more distinctive than before. It's roomy and indestructable, though top models are pretty expensive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 3.0 D-4D (5-seat)	-	3	35850	15774	6-M	33	109	10.2	34.9	214	2982	188/3400	-	310/1600	-	1990	3000
D	Icon 3.0 D-4D (7-seat) Auto	-	5	48350	22241	5-A	38	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2215	3000
D	Invincible 3.0 D-4D (7-seat) Auto	321	5	53350	24541	5-A	39	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2215	3000

Land Cruiser V8
Rating ★★★☆☆

Go conquer the world, if you can afford to. It's tough as old boots, with a nice cabin, but is crude to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	4.5 D-4D Auto	303	5	65980	27712	6-A	48	130	8.9	29.7	250	4461	268/3600	-	479/1600	-	2740	3500

Hilux
Rating ★★★½☆

More staying power than an angry zombie. It's rough and tough, and now with more frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active Double Cab 2.5 D-4D	-	4	22955	9182	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
D	Icon Double Cab 2.5 D-4D	-	4	24905	9962	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
D	Invincible Double Cab 3.0 D-4D	-	4	26055	10422	5-M	10	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
D	Invincible Double Cab 3.0 D-4D Auto	306	4	27255	10902	5-A	10	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800

VAUXHALL
UK dealers: 347 **Warranty:** 3 years/60,000miles **Servicing:** 20,000miles

New Corsa
Rating COMING SOON

It may look a lot like an Adam that has mated with the outgoing car, however under the skin it's been significantly upgraded.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Life 1.3CDTi ecoFLEX	-	3	13150	5260	5-M	tba	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Excite 1.3CDTi ecoFLEX	-	3	14515	5806	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	3	13150	5260	5-M	tba	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	3	13650	5460	5-M	tba	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
P	SRi 1.0i Turbo ecoFLEX	-	3	13425	5370	6-M	tba	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
D	SRi 1.3CDTi ecoFLEX	-	3	13845	5538	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SRi 1.3CDTi ecoFLEX	-	3	14345	5738	5-M	tba	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	SRi VX-Line 1.3CDTi ecoFLEX	-	3	14880	5952	5-M	tba	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	SRi VX-Line 1.3CDTi ecoFLEX	-	3	15380	6152	5-M	tba	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
P	SE 1.0i Turbo ecoFLEX	-	3	14070	5628	6-M	tba	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
D	SE 1.3CDTi ecoFLEX	-	3	14490	5796	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SE 1.3CDTi ecoFLEX	-	3	14990	5996	5-M	tba	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	Life 1.3CDTi ecoFLEX	-	5	13750	5500	5-M	tba	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Excite 1.3CDTi ecoFLEX	-	5	15115	6046	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	5	13750	5500	5-M	tba	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	5	14250	5700	5-M	tba	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
D	SRi 1.3CDTi ecoFLEX	-	5	14445	5778	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SRi 1.3CDTi ecoFLEX	-	5	14945	5978	5-M	tba	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
D	SRi VX-Line 1.3CDTi ecoFLEX	-	5	15480	6192	5-M	tba	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	SRi VX-Line 1.3CDTi ecoFLEX	-	5	15980	6392	5-M	tba	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
D	SE 1.3CDTi ecoFLEX	-	5	15090	6036	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SE 1.3CDTi ecoFLEX	-	5	15590	6236	5-M	tba	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150

Meriva
Rating ★★★★☆

It does a cool trick with its doors, it's got more space and it's ok to drive. Price has risen steeply, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.7CDTi 16v Auto	-	5	20995	7138	6-A	13	111	12.9	46.3	160	1686	109/3600	-	207/2300	-	tba	1200
D	Exclusiv 1.6CDTi 16v ecoFLEX	-	5	20175	6860	6-M	13	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
D	Exclusiv 1.6CDTi 16v ecoFLEX	-	5	20485	6965	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
D	Exclusiv 1.7CDTi 16v Auto	-	5	21660	7364	6-A	14	111	12.9	46.3	160	1686	109/3600	-	207/2300	-	tba	1200
D	Exclusiv 1.6CDTi 16v ecoFLEX	-	5	20645	7019	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
D	Energy 1.3CDTi 16v	-	5	19225	6537	5-M	7	99	16.9	60.1	124	1248	74/4000	-	133/1750	-	tba	1000
D	Tech Line 1.3CDTi 16v	-	5	15740	5352	5-M	6	99	16.9	60.1	124	1248	74/4000	-	133/1750	-	tba	1000
D	Tech Line 1.6CDTi 16v ecoFLEX	-	5	17175	5840	6-M	16	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
D	SE 1.6CDTi 16v ecoFLEX	-	5	21340	7256	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
D	SE 1.7CDTi 16v Auto	-	5	22505	7652	6-A	14	111	12.9	46.3	160	1686	109/3600	-	207/2300	-	tba	1200
D	SE 1.6CDTi 16v ecoFLEX	-	5	21500	7310	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150

Astra
Rating ★★★★☆

Arguably one of the best of the hatchback pack now, thanks to tip-top performance, space and looks.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 1.3CDTi 16v ecoFLEX	-	5	16835	6734	5-M	12	109	13.8	68.9	109	1248	94/4000	-	140/1750	-	tba	1000
D	Design 1.6CDTi 16v ecoFLEX	-	5	17735	7094	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Design 1.6CDTi 16v ecoFLEX	-	5	18330	7332	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Excite 1.6CDTi 16v ecoFLEX	-	5	20480	8192	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Limited Edition 1.6CDTi 16v ecoFLEX	-	5	20380	8152	6-M	15	115	11.4	74.3	100	1598	109/4000	-	221/2000	-	tba	1350
D	Tech Line 1.6CDTi 16v ecoFLEX	-	5	18910	7564	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Tech Line 1.6CDTi 16v ecoFLEX	-	5	19505	7802	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Tech Line 2.0CDTi 16v ecoFLEX	-	5	19995	7998	6-M	20	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Tech Line 2.0CDTi 16v Auto	-	5	21020	8408	6-A	20	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	Tech Line GT 1.6CDTi 16v ecoFLEX	-	5	19770	7908	6-M	15	115	11.4	70.6	105	1598	109/4000	-	221/2000	-	tba	1350
D	Tech Line GT 1.6CDTi 16v ecoFLEX	-	5	20365	8146	6-M	17	125	9.7	67.3	111	1598	134/3500	-	236/2000	-	tba	1400
D	Tech Line GT 2.0CDTi 16v	-	5	20855	8342	6-M	21	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1500
D	Tech Line GT 2.0CDTi 16v Auto	-	5	21880	8752	6-A	21	131	8.6	49.6	152	1956	162/4000	-	258/1750	-	tba	1400
D	SRi 1.6CDTi 16v ecoFLEX	-	5	21740	8696	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	SRi 1.6CDTi 16v ecoFLEX	-	5	22335	8934	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	SRi 2.0CDTi 16v ecoFLEX	-	5	22825	9130	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	SRi 2.0CDTi 16v Auto	-	5	23850	9540	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	BiTurbo 2.0CDTi 16v	-	5	24205	8714	6-M	26	141	7.8	55.4	134	1956	192/4000	-	295/1750	-	1540	1500
D	Elite 1.6CDTi 16v ecoFLEX	-	5	23175	9270	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Elite 1.6CDTi 16v ecoFLEX	-	5	23770	9508	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Elite 2.0CDTi 16v ecoFLEX	-	5	24260	9704	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Elite 2.0CDTi 16v Auto	-	5	25285	10114	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	ST Design 1.3CDTi 16v ecoFLEX	-	5	18200	6916	5-M	12	109	13.9	68.9	109	1248	94/4000	-	140/1750	-	tba	950
D	ST Design 1.6CDTi 16v ecoFLEX	-	5	18755	7127	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	ST Design 1.6CDTi 16v ecoFLEX	-	5	19350	7353	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	ST Tech Line 1.6CDTi 16v ecoFLEX	-	5	19930	7573	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	ST Tech Line 1.6CDTi 16v ecoFLEX	328	5	20525	7800	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	ST Tech Line 2.0CDTi 16v	-	5	21015	8406	6-M	20	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	ST Tech Line 2.0CDTi 16v Auto	-	5	22040	8816	6-A	20	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
D	ST SRi 1.6CDTi 16v ecoFLEX	-	5	22755	8647	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	ST SRi 1.6CDTi 16v ecoFLEX	-	5	23350	8873	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	ST SRi 2.0CDTi 16v	-	5	23840	9536	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	ST SRi 2.0CDTi 16v Auto	-	5	24870	9948	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
D	ST BiTurbo 2.0CDTi 16v	316	5	25220	9079	6-M	26	140	8.1	55.4	134	1956	192/4000	-	295/1750	-	1563	1400
D	ST Elite 1.6CDTi 16v ecoFLEX	-	5	24190	9192	6-M	15	115	11.4	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	ST Elite 1.6CDTi 16v ecoFLEX	-	5	24785	9418	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1300

Astra (continued)

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	ST Elite 2.0CDTi 16v	-	5	25275	10110	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	ST Elite 2.0CDTi 16v Auto	-	5	26305	10522	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300

GTC
Rating ★★★★☆

More rakish edition of the Astra, now simply sporting the GTC badge. Now more frugal thanks to new engines.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GTC Sport 1.6CDTi 16v ecoFLEX	-	3	22260	9349	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	tba
D	GTC Sport 1.6CDTi 16v ecoFLEX	-	3	23075	9692	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	tba
D	GTC Sport 2.0CDTi 16v	-	3	22000	9240	6-M	20	131	8.4	60.1	124	1956	162/4000	-	258/1750	-	tba	1500
D	GTC Sport 2.0CDTI 16v Auto	-	3	23480	9862	6-A	20	129	8.6	49.6	149	1956	162/4000	-	258/1750	-	tba	1450
D	GTC Limited Edition 1.6CDTi 16v ecoFLEX	-	3	22960	9643	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	tba
D	GTC Limited Edition 1.6CDTi 16v ecoFLEX	-	3	23775	9986	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	tba
D	GTC Limited Edition 2.0CDTi 16v	-	3	22700	9534	6-M	20	131	8.4	60.1	125	1956	162/4000	-	258/1750	-	tba	1500
D	GTC Limited Edition 2.0CDTI 16v Auto	-	3	24180	10156	6-A	20	129	8.6	49.6	150	1956	162/4000	-	258/1750	-	tba	1450
D	GTC SRi 1.6CDTi 16v ecoFLEX	-	3	23490	9866	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	tba
D	GTC SRi 1.6CDTi 16v ecoFLEX	-	3	24305	10208	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	tba
D	GTC SRi 2.0CDTi 16v	293	3	23225	9755	6-M	20	131	8.4	60.1	124	1956	162/4000	-	258/1750	-	tba	1500
D	GTC SRi 2.0CDTI 16v Auto	-	3	24705	10376	6-A	20	129	8.6	49.6	149	1956	162/4000	-	258/1750	-	tba	1450
D	GTC BiTurbo 2.0CDTi 16v	-	3	24220	10172	6-M	27	140	7.7	57.7	129	1956	192/4000	-	295/1750	-	tba	1500

Ampera
Rating ★★★★☆

Electric power plus combustion engine back up equals superb economy. Noble aim, and with caveats, it works.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	Positiv	-	5	28750	10350	1-A	20	100	8.7	235.4	27	1398	85/4500	149	93/4250	273	1732	0
PE	Electron	301	5	30495	10978	1-A	21	100	8.7	235.4	27	1398	85/4500	149	93/4250	273	1732	0

Zafira
Rating ★★★½☆

Seven-seater with immense fold-down practicality. Not bad to drive and well constructed, but getting old now.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 1.7CDTi 16v ecoFLEX	-	5	21255	6377	6-M	14	111	12.5	55.4	134	1686	109/3800	-	192/2300	-	1540	1300
D	Exclusiv 1.7CDTi 16v ecoFLEX	-	5	21505	6452	6-M	17	117	11.5	55.4	134	1686	123/4000	-	207/2300	-	1540	1400
D	Excite 1.7CDTi 16v ecoFLEX	-	5	23120	6936	6-M	15	111	12.5	55.4	134	1686	109/3800	-	192/2300	-	1540	1300
D	Design 1.7CDTi 16v ecoFLEX	-	5	24625	7388	6-M	14	111	12.5	55.4	134	1686	109/3800	-	192/2300	-	1540	1300
D	Design 1.7CDTi 16v ecoFLEX	-	5	24875	7463	6-M	17	117	11.5	55.4	134	1686	123/4000	-	207/2300	-	1540	1400

Zafira Tourer
Rating ★★★★☆

Zafira formula is upgraded to add business-class appeal thanks to chic body and upmarket cabin.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	ES 2.0CDTi 16v	-	5	23115	10171	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
D	Exclusiv 1.6CDTi 16v ecoFLEX	-	5	25570	10739	6-M	17	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Exclusiv 2.0CDTi 16v	-	5	24155	10628	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
D	Exclusiv 2.0CDTi 16v	-	5	25770	11339	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Exclusiv 2.0CDTi 16v Auto	-	5	26890	11832	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 1.6CDTi 16v ecoFLEX	-	5	23345	9805	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Tech Line 2.0CDTi 16v	-	5	21930	9649	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
D	Tech Line 2.0CDTi 16v	-	5	23545	10360	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 2.0CDTi 16v Auto	-	5	24665	10853	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SRi 1.6CDTi 16v ecoFLEX	-	5	26920	11306	6-M	16	120	10.4	62.7	119	1598	134/3500	-	236/2000	-	tba	1450
D	SRi 2.0CDTi 16v	-	5	25505	11222	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
D	SRi 2.0CDTi 16v	297	5	27185	11961	6-M	tba	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	SRi 2.0CDTi 16v Auto	-	5	28240	12426	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SE 1.6CDTi 16v ecoFLEX	333	5	26955	11321	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	SE 2.0CDTi 16v	-	5	25540	11238	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
D	SE 2.0CDTi 16v	-	5	27155	11948	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	SE 2.0CDTi 16v Auto	-	5	28275	12441	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 1.6CDTi 16v ecoFLEX	-	5	28435	11943	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Elite 2.0CDTi 16v	-	5	27020	11889	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
D	Elite 2.0CDTi 16v	-	5	28700	12628	6-M	tba	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 2.0CDTi 16v Auto	-	5	29755	13092	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650

Insignia
Rating ★★★★☆

Sets the benchmark for CO_2 emissions in the sector and is now plusher, better to drive, yet is cheaper to buy too.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 2.0CDTi 16v ecoFLEX	-	5	19084	7634	6-M	15	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Design 2.0CDTi 16v	-	5	18244	7662	6-M	16	127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600
D	Design 2.0CDTi 16v Auto	-	5	19889	8353	6-A	16	126	11.2	53.3	139	1956	129/4000	-	221/1750	-	tba	1600
D	Design 2.0CDTi 16v ecoFLEX	328	5	19334	8120	6-M	18	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Design 2.0CDTi 16v ecoFLEX	-	5	20334	8540	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Design 2.0CDTi 16v Auto	-	5	21359	8971	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Energy 2.0CDTi 16v ecoFLEX	-	5	22454	8982	6-M	16	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Energy 2.0CDTi 16v	-	5	21614	9078	6-M	16	127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600
D	Energy 2.0CDTi 16v Auto	-	5	23259	9769	6-A	16	126	11.2	53.3	139	1956	129/4000	-	221/1750	-	tba	1600
D	Energy 2.0CDTi 16v ecoFLEX	-	5	22704	9536	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Energy 2.0CDTi 16v ecoFLEX	-	5	23704	9956	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Limited Edition 2.0CDTi 16v ecoFLEX	-	5	23554	9422	6-M	16	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Limited Edition 2.0CDTi 16v	-	5	22714	9540	6-M	17	127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600
D	Limited Edition 2.0CDTi 16v Auto	-	5	24359	10231	6-A	17	126	11.2	53.3	139	1956	129/4000	-	221/1750	-	tba	1600
D	Limited Edition 2.0CDTi 16v ecoFLEX	-	5	23804	9998	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Limited Edition 2.0CDTi 16v ecoFLEX	-	5	24804	10418	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Limited Edition 2.0CDTi 16v Auto	-	5	25829	10848	6-A	21	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	SRi 2.0CDTi 16v ecoFLEX	-	5	20884	8354	6-M	15	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	SRi 2.0CDTi 16v	-	5	20044	8418	6-M	16	127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600
D	SRi 2.0CDTi 16v ecoFLEX	-	5	21134	8876	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	SRi 2.0CDTi 16v ecoFLEX	-	5	22134	9296	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRi 2.0CDTi 16v Auto	-	5	23159	9727	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	SRi 2.0CDTi 16v BiTurbo	-	5	24954	9483	6-M	24	142	8.7	60.1	125	1956	192/4000	-	295/1750	-	1589	1700
D	SRi VX-Line 2.0CDTi 16v ecoFLEX	-	5	22104	8842	6-M	16	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	SRi VX-Line 2.0CDTi 16v	-	5	21264	8931	6-M	16	127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600
D	SRi VX-Line 2.0CDTi 16v ecoFLEX	-	5	22354	9389	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	SRi VX-Line 2.0CDTi 16v ecoFLEX	-	5	23354	9809	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRi VX-Line 2.0CDTi 16v Auto	-	5	24379	10239	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	SRi VX-Line 2.0CDTi 16v BiTurbo	-	5	26174	9946	6-M	24	142	8.7	60.1	125	1956	192/4000	-	295/1750	-	1589	1700
D	SE 2.0CDTi 16v ecoFLEX	-	5	20884	8354	6-M	15	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	SE 2.0CDTi 16v	-	5	20044	8418	6-M	16	127	11.1	62.8	119	1956	129/4000	-	221/1750	-	1538	1600
D	SE 2.0CDTi 16v ecoFLEX	-	5	21134	8876	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	SE 2.0CDTi 16v ecoFLEX	-	5	22134	9296	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	SE 2.0CDTi 16v Auto	-	5	23159	9727	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Tech Line 2.0CDTi 16v ecoFLEX	-	5	21734	8694	6-M	15	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Tech Line 2.0CDTi 16v ecoFLEX	-	5	21984	9233	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Tech Line 2.0CDTi 16v ecoFLEX	-	5	22984	9653	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Tech Line 2.0CDTi 16v Auto	-	5	24009	10084	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Elite 2.0CDTi 16v ecoFLEX	-	5	23264	9306	6-M	16	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Elite 2.0CDTi 16v ecoFLEX	-	5	23514	9876	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Elite 2.0CDTi 16v ecoFLEX	-	5	24514	10296	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Elite 2.0CDTi 16v Auto	-	5	25539	10726	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Elite 2.0CDTi 16v BiTurbo Auto	-	5	27519	10457	6-A	24	142	8.8	50.4	149	1956	192/4000	-	295/1750	-	1626	1700
D	ST Design 2.0CDTi 16v ecoFLEX	-	5	20384	8154	6-M	15	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600
D	ST Design 2.0CDTi 16v	-	5	19544	7818	6-M	16	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
D	ST Design 2.0CDTi 16v ecoFLEX	-	5	20634	8254	6-M	18	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Design 2.0CDTi 16v ecoFLEX	-	5	21634	8654	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Design 2.0CDTi 16v Auto	-	5	22699	9534	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST Energy 2.0CDTi 16v	-	5	22914	9166	6-M	16	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
D	ST Energy 2.0CDTi 16v ecoFLEX	-	5	24004	9602	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Energy 2.0CDTi 16v ecoFLEX	-	5	25004	10002	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 2.0CDTi 16v	-	5	24014	9606	6-M	17	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
D	ST Limited Edition 2.0CDTi 16v ecoFLEX	-	5	25104	10042	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Limited Edition 2.0CDTi 16v ecoFLEX	-	5	26104	10442	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 2.0CDTi 16v Auto	-	5	27169	11411	6-A	21	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST SRi 2.0CDTi 16v ecoFLEX	-	5	22434	8974	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST SRi 2.0CDTi 16v ecoFLEX	-	5	23434	9374	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 2.0CDTi 16v Auto	-	5	24499	10290	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST SRi 2.0CDTi 16v BiTurbo	-	5	26254	9977	6-M	24	139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700
D	ST SRi VX-Line 2.0CDTi 16v ecoFLEX	-	5	23654	9462	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST SRi VX-Line 2.0CDTi 16v ecoFLEX	-	5	24654	9862	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi VX-Line 2.0CDTi 16v Auto	-	5	25719	10802	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST SRi VX-Line 2.0CDTi 16v BiTurbo	-	5	27474	10440	6-M	24	139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700
D	ST SE 2.0CDTi 16v ecoFLEX	-	5	22434	8974	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST SE 2.0CDTi 16v ecoFLEX	-	5	23434	9374	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 2.0CDTi 16v ecoFLEX	-	5	23034	9214	6-M	15	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600
D	ST Tech Line 2.0CDTi 16v ecoFLEX	-	5	23284	9314	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Tech Line 2.0CDTi 16v ecoFLEX	-	5	24284	9714	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 2.0CDTi 16v Auto	-	5	25349	10647	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST Elite 2.0CDTi 16v ecoFLEX	-	5	24564	9826	6-M	16	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600
D	ST Elite 2.0CDTi 16v ecoFLEX	-	5	24814	9926	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Elite 2.0CDTi 16v ecoFLEX	-	5	25814	10326	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Elite 2.0CDTi 16v Auto	-	5	26879	11289	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST Elite 2.0CDTi 16v BiTurbo Auto	-	5	28819	10951	6-A	24	139	9.0	48.7	154	1956	192/4000	-	295/1750	-	tba	1700
D	Country Tourer 2.0CDTi 16v ecoFLEX	-	5	24989	9996	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	Country Tourer 2.0CDTi 16v Auto	-	5	26009	10404	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	Country Tourer 2.0CDTi 16v 4X4 Auto	-	5	27154	10862	6-A	20	124	11.4	45.6	165	1956	161/4000	-	258/1750	-	1768	1900
D	Country Tourer 2.0CDTi 16v BiTurbo 4X4 Auto	-	5	29854	11345	6-A	23	130	9.9	42.8	174	1956	192/4000	-	295/1750	-	1768	1900

Cascada
Rating ★★★½☆

New Audi A5-sized soft-top makes use of a mix of Astra and Insignia technology to good effect.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0CDTi 16v	311	2	26115	10446	6-M	23	135	9.6	54.3	138	1956	162/4000	-	258/1750	-	1741	1250
D	SE 2.0CDTi 16v Auto	-	2	27635	11054	6-A	23	132	9.6	45.6	163	1956	162/4000	-	258/1750	-	1741	1300
D	Elite 2.0CDTi 16v	-	2	28215	11286	6-M	23	135	9.6	54.3	138	1956	162/4000	-	258/1750	-	1741	1250
D	Elite 2.0CDTi 16v Auto	-	2	29735	11894	6-A	23	132	9.6	45.6	163	1956	162/4000	-	258/1750	-	1741	1300
D	Elite 2.0CDTi 16v BiTurbo	326	2	29700	11880	6-M	27	143	8.9	54.3	138	1956	192/4000	-	295/1750	-	1741	1300

Mokka
Rating ★★★☆☆

Baby SUV to take on Nissan's Juke. It looks ready for battle and promises quality and space.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 1.7CDTi 16v ecoFLEX	-	5	19949	6783	6-M	13	116	10.0	62.8	120	1686	129/4000	-	221/2000	-	tba	1200
D	Exclusiv 1.7CDTi 16v Auto	-	5	20954	7124	6-A	13	114	10.9	53.3	139	1686	129/4000	-	221/2000	-	tba	1200
D	Exclusiv 1.7CDTi 16v 4X4	-	5	21649	7361	6-M	13	114	10.4	57.6	129	1686	129/4000	-	221/2000	-	tba	1200
D	Tech Line 1.7CDTi 16v ecoFLEX	-	5	17949	6103	6-M	12	116	10.0	62.8	120	1686	129/4000	-	221/2000	-	tba	1200
D	Tech Line 1.7CDTi 16v Auto	-	5	18964	6448	6-A	12	114	10.9	53.3	139	1686	129/4000	-	221/2000	-	tba	1200
D	Tech Line 1.7CDTi 16v 4X4	-	5	19649	6681	6-M	12	114	10.4	57.6	129	1686	129/4000	-	221/2000	-	tba	1200
D	SE 1.7CDTi 16v ecoFLEX	-	5	22449	7633	6-M	14	116	10.0	62.8	120	1686	129/4000	-	221/2000	-	tba	1200
D	SE 1.7CDTi 16v Auto	-	5	23454	7974	6-A	14	114	10.9	53.3	139	1686	129/4000	-	221/2000	-	tba	1200
D	SE 1.7CDTi 16v 4X4	313	5	24149	8211	6-M	14	114	10.4	57.6	129	1686	129/4000	-	221/2000	-	tba	1200

Antara
Rating ★★★☆☆

Engines are refined and the Antara is pleasant to drive. It's just that the opposition do things better.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 2.2CDTi 16v	287	5	21065	10954	6-M	25	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Exclusiv 2.2CDTi 16v 4X4	-	5	23485	11273	6-M	25	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	Exclusiv 2.2CDTi 16v 4X4 Auto	-	5	24665	11839	6-A	25	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	Diamond 2.2CDTi 16v	-	5	21865	11370	6-M	24	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Diamond 2.2CDTi 16v 4X4	-	5	24285	11657	6-M	24	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	Diamond 2.2CDTi 16v 4X4 Auto	-	5	25465	12223	6-A	24	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	SE Nav 2.2CDTi 16v 4X4	-	5	26325	12636	6-M	28	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	SE Nav 2.2CDTi 16v 4X4 Auto	-	5	27515	13207	6-A	28	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	SE Nav 2.2CDTi 16v 4X4	-	5	27385	13693	6-M	28	124	9.6	42.2	177	2231	181/3800	-	295/2000	-	1911	2000
D	SE Nav 2.2CDTi 16v 4X4 Auto	-	5	28565	14283	6-A	28	119	10.1	33.2	225	2231	181/3800	-	295/2000	-	1936	1700

VOLKSWAGEN

UK dealers: 206 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule (e–up! 10,000 miles)

up!
Rating ★★★★½

Right at the top of the city car class, with great handling, supple ride and upmarket trimmings.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Move up! 1.0	-	3	10170	4271	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
P	Move up! 1.0	-	5	10545	4429	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
P	High up! 1.0	-	3	11745	5168	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
P	High up! 1.0	-	5	12120	5333	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
E	e-up!	332	5	19525	6248	1-A	10	80	12.4	(93)	0	-	-	81	-	155	1139	0

New Polo
Rating ★★★★☆

Upmarket, classy supermini that might look similar, but facelifted Polo has a great new engine and more kit.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.4 TDI	329	3	14795	7693	5-M	12	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1152	1000
D	SE 1.4 TDI	-	5	15425	8021	5-M	12	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1177	1000
D	SE Design 1.4 TDI	-	3	15895	8265	5-M	13	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1152	1000
D	SE Design 1.4 TDI	-	5	16525	8593	5-M	13	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1177	1000
D	SEL 1.4 TDI	-	3	16770	8385	5-M	15	114	10.9	83.1	88	1422	89/3500	-	170/1500	-	1151	1100
D	SEL 1.4 TDI	-	5	17400	8700	5-M	15	114	10.9	83.1	88	1422	89/3500	-	170/1500	-	1176	1100
P	BlueMotion 1.0 TSI	-	3	14730	7660	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1111	500
P	BlueMotion 1.0 TSI	-	5	15360	7987	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1126	500
D	BlueMotion 1.4 TDI	-	3	15795	8213	5-M	15	110	12.9	91.1	82	1422	74/3000	-	155/1500	-	1165	1000
D	BlueMotion 1.4 TDI	-	5	16425	8541	5-M	15	110	12.9	91.1	82	1422	74/3000	-	155/1500	-	1190	1000

New Golf
Rating ★★★★½

Magnificent seventh effort. Comprehensive rework ensures timeless quality. Lighter and more efficient.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	3	18995	9877	5-M	10	114	11.9	74.3	98	1598	89/2750	-	170/1400	-	tba	tba
D	S 1.6 TDI	-	5	19650	10218	5-M	10	114	11.9	74.3	98	1598	89/2750	-	170/1400	-	tba	tba
D	S 1.6 TDI	-	3	19800	10296	5-M	12	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1295	1500
D	S 1.6 TDI	-	5	20455	10637	5-M	12	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1325	1500
D	BlueMotion 1.6 TDI	328	3	21015	10087	6-M	15	124	10.5	88.3	85	1598	109/3200	-	184/1500	-	1280	1000
D	BlueMotion 1.6 TDI	-	5	21670	10402	6-M	15	124	10.5	88.3	85	1598	109/3200	-	184/1500	-	1310	1000
D	Match 1.6 TDI	-	3	20735	10782	5-M	13	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1295	1500
D	Match 1.6 TDI	-	5	21390	11123	5-M	13	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1325	1500
D	Match 1.6 TDI Auto	-	5	22805	11859	7-A	13	119	10.7	72.4	102	1598	103/3000	-	184/1500	-	1343	1500
D	Match 2.0 TDI	-	3	22250	11570	6-M	18	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	Match 2.0 TDI	-	5	22905	11911	6-M	18	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	Match 2.0 TDI Auto	-	5	24320	12646	6-A	18	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	GT 2.0 TDI	-	3	23700	12324	6-M	19	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	GT 2.0 TDI	-	5	24355	12665	6-M	19	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	GT 2.0 TDI Auto	309	5	25770	13400	6-A	19	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	R-Line 2.0 TDI	-	3	24695	12841	6-M	tba	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	R-Line 2.0 TDI	-	5	25350	13182	6-M	tba	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	R-Line 2.0 TDI Auto	-	5	26765	13918	6-A	tba	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	GTD 2.0 TDI	-	3	26015	14048	6-M	26	143	7.5	67.3	109	1968	182/3500	-	258/2500	-	1377	1600
D	GTD 2.0 TDI	-	5	26670	14402	6-M	26	143	7.5	67.3	109	1968	182/3500	-	258/2500	-	1407	1600
D	GTD 2.0 TDI Auto	-	3	27430	14812	6-A	26	143	7.5	62.8	119	1968	182/3500	-	258/2500	-	1395	1600
D	GTD 2.0 TDI Auto	320	5	28085	15166	6-A	26	143	7.5	60.1	122	1968	182/3500	-	258/2500	-	1425	1600
PE	GTE 1.4 TSI plug-in hybrid	-	5	28035	tba	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	258	1599	1500
E	e-Golf	328	5	26145	7844	1-A	15	87	10.4	(118)	0	-	-	114	-	199	1585	0
D	Estate S 1.6 TDI	-	5	20345	9766	5-M	10	116	11.9	72.4	102	1598	89/2750	-	170/1400	-	1395	1400
D	Estate S 1.6 TDI	-	5	21150	10152	5-M	12	120	11.2	72.4	102	1598	103/3000	-	184/1500	-	1395	1500
D	Estate BlueMotion 1.6 TDI	-	5	22365	10735	6-M	15	124	11.0	85.6	87	1598	109/3200	-	184/1500	-	1391	1000
D	Estate SE 1.6 TDI	-	5	22085	10601	5-M	11	120	11.2	72.4	102	1598	103/3000	-	184/1500	-	1395	1500
D	Estate SE 1.6 TDI Auto	-	5	23500	11280	7-A	11	120	11.2	70.6	104	1598	103/3000	-	184/1500	-	1410	1500
D	Estate SE 2.0 TDI	-	5	23600	11328	6-M	17	135	8.9	67.3	108	1968	148/3500	-	236/1750	-	1436	1600
D	Estate SE 2.0 TDI Auto	-	5	25015	12007	6-A	17	134	8.9	62.8	119	1968	148/3500	-	236/1750	-	1454	1600
D	Estate GT 2.0 TDI	-	5	25050	12024	6-M	17	135	8.9	67.3	108	1968	148/3500	-	236/1750	-	1436	1600
D	Estate GT 2.0 TDI Auto	-	5	26465	12703	6-A	17	134	8.9	62.8	119	1968	148/3500	-	236/1750	-	1454	1600

Golf
Rating ★★★★☆

Tasteful benchmark for driving satisfaction and roof down motoring, wrapped in a casing of class.

	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cabriolet S 1.6 TDI	-	2	23540	11770	5-M	17	117	12.1	64.2	117	1598	103/4400	-	184/1500	-	1501	1400
D	Cabriolet SE 1.6 TDI	292	2	24590	12295	5-M	17	117	12.1	64.2	117	1598	103/4400	-	184/1500	-	1501	1400
D	Cabriolet SE 2.0 TDI	-	2	25990	12995	6-M	23	129	9.9	62.8	119	1968	138/4200	-	236/1750	-	1521	1500
D	Cabriolet SE 2.0 TDI Auto	-	2	27420	13710	6-A	23	127	9.9	55.4	134	1968	138/4200	-	236/1750	-	1545	1500
D	Cabriolet GT 2.0 TDI	299	2	27180	13590	6-M	23	129	9.9	62.8	119	1968	138/4200	-	236/1750	-	1521	1500
D	Cabriolet GT 2.0 TDI Auto	-	2	28610	14305	6-A	23	127	9.9	55.4	134	1968	138/4200	-	236/1750	-	1545	1500

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

Golf SV
Rating ★★★★☆

Need space for your family but find MPVs too dowdy? The Golf SV is classy, practical and car-like to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	20895	9194	5-M	13	112	13.1	72.4	101	1598	89/2750	-	170/1400	-	1415	1300
D	S 1.6 TDI	329	5	21850	9614	5-M	13	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	S 1.6 TDI Auto	-	5	23265	10237	7-A	13	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1500	1500
D	BlueMotion 1.6 TDI	-	5	22915	9166	6-M	13	122	11.3	78.5	95	1598	109/3200	-	184/1500	-	1435	1000
D	SE 1.6 TDI	-	5	22785	10025	5-M	11	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	SE 1.6 TDI Auto	-	5	24200	10648	7-A	11	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1500	1500
D	SE 2.0 TDI	-	5	24150	11109	6-M	17	132	9.2	65.7	112	1968	148/3500	-	251/1750	-	1474	1600
D	SE 2.0 TDI Auto	-	5	25565	11760	6-A	17	130	9.2	60.1	122	1968	148/3500	-	251/1750	-	1492	1600
D	GT 2.0 TDI	-	5	25600	11776	6-M	17	132	9.2	64.2	115	1968	148/3500	-	251/1750	-	1474	1600
D	GT 2.0 TDI Auto	333	5	27015	12427	6-A	17	130	9.2	58.9	125	1968	148/3500	-	251/1750	-	1492	1600

New Jetta
Rating ★★★★☆

VW's mini Passat is spacious and classy and buyers that like a traditional saloon need look no further.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	4	20095	8440	5-M	14	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI	-	4	21425	8999	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI Auto	-	4	22850	9597	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	SE 2.0 TDI	-	4	22425	9419	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	SE 2.0 TDI Auto	-	4	23850	10017	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500
D	GT 2.0 TDI	-	4	22290	9362	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	GT 2.0 TDI Auto	-	4	23715	9960	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	GT 2.0 TDI	333	4	23290	9782	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	GT 2.0 TDI Auto	-	4	24715	10380	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500

Beetle
Rating ★★★½☆

Reworked to attract male drivers. It should work: it looks dandy, drives well and has more room.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	18005	8282	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI	-	3	20380	9375	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI Auto	-	3	21840	10046	7-A	13	113	11.0	64.2	116	1968	109/3500	-	184/1750	-	1395	0
D	Design 2.0 TDI	-	3	21080	9275	6-M	20	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Design 2.0 TDI Auto	-	3	22685	9981	6-A	20	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Sport 2.0 TDI	-	3	22900	10076	6-M	21	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Sport 2.0 TDI Auto	-	3	24505	10782	6-A	21	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Cabriolet 2.0 TDI	-	2	20945	10891	5-M	15	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI	-	2	23320	12126	5-M	16	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI Auto	-	2	24780	12886	7-A	16	112	11.7	61.4	119	1968	109/3500	-	184/1750	-	1505	0
D	Cabriolet Design 2.0 TDI	-	2	24150	12075	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Design 2.0 TDI Auto	-	2	25510	12755	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0
D	Cabriolet Sport 2.0 TDI	-	2	25750	12875	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Sport 2.0 TDI Auto	-	2	27110	13555	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0

New Passat
Rating ★★★★½

Further shift into luxury territory by VW. Well mannered on the road, it's more economical and pricier than ever.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	4	22215	9775	6-M	tba	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	S 1.6 TDI Auto	-	4	23815	10479	7-A	tba	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	S 2.0 TDI	-	4	23340	10736	6-M	tba	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	S 2.0 TDI Auto	-	4	24940	11472	6-A	tba	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	SE 1.6 TDI	-	4	23310	10256	6-M	tba	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE 1.6 TDI Auto	-	4	24910	10960	7-A	tba	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE 2.0 TDI	-	4	24435	11240	6-M	tba	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE 2.0 TDI Auto	-	4	26035	11976	6-A	tba	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	SE Business 1.6 TDI	-	4	24010	10564	6-M	tba	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE Business 1.6 TDI Auto	-	4	25610	11268	7-A	tba	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE Business 2.0 TDI	-	4	25135	11562	6-M	tba	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE Business 2.0 TDI Auto	-	4	26735	12298	6-A	tba	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	GT 1.6 TDI	-	4	25305	11134	6-M	tba	128	10.8	67.3	109	1598	118/3600	-	184/1750	-	1444	1500
D	GT 1.6 TDI Auto	-	4	26905	11838	7-A	tba	128	10.8	68.9	106	1598	118/3600	-	184/1750	-	1459	1500
D	GT 2.0 TDI	-	4	26430	12158	6-M	tba	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	GT 2.0 TDI Auto	-	4	28030	12894	6-A	tba	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	GT 2.0 TDI	-	4	27780	12223	6-M	tba	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	GT 2.0 TDI Auto	-	4	29380	12927	6-A	tba	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	GT 2.0 BiTDI 4MOTION Auto	-	4	34510	15184	7-A	tba	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	R-Line 2.0 TDI	-	4	27425	12616	6-M	tba	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	R-Line 2.0 TDI Auto	-	4	29025	13352	6-A	tba	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	R-Line 2.0 TDI	-	4	28775	12661	6-M	tba	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	R-Line 2.0 TDI Auto	-	4	30375	13365	6-A	tba	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	R-Line 2.0 BiTDI 4MOTION Auto	-	4	35505	15622	7-A	tba	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	Estate S 1.6 TDI	-	5	23745	10448	6-M	tba	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate S 1.6 TDI Auto	-	5	25345	11152	7-A	tba	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate S 2.0 TDI	-	5	24870	11440	6-M	tba	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
D	Estate S 2.0 TDI Auto	-	5	26470	12176	6-A	tba	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate SE 1.6 TDI	-	5	24840	10930	6-M	tba	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE 1.6 TDI Auto	-	5	26440	11634	7-A	tba	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE 2.0 TDI	-	5	25965	11944	6-M	tba	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
D	Estate SE 2.0 TDI Auto	-	5	27565	12680	6-A	tba	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate SE Business 1.6 TDI	-	5	25540	11238	6-M	tba	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE Business 1.6 TDI Auto	-	5	27140	11942	7-A	tba	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE Business 2.0 TDI	-	5	26665	12266	6-M	tba	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
D	Estate SE Business 2.0 TDI Auto	-	5	28265	13002	6-A	tba	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 1.6 TDI	-	5	26835	11807	6-M	tba	127	11.0	67.3	110	1598	118/3600	-	184/1750	-	1485	1500
D	Estate GT 1.6 TDI Auto	-	5	28435	12511	7-A	tba	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1500	1500
D	Estate GT 2.0 TDI	-	5	27960	12862	6-M	tba	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1505	2000
D	Estate GT 2.0 TDI Auto	-	5	29560	13598	6-A	tba	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 2.0 TDI	-	5	29310	12896	6-M	tba	tba	tba	tba	109	1968	188/3500	-	295/1750	-	tba	tba
D	Estate GT 2.0 TDI Auto	-	5	30910	13600	6-A	tba	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
D	Estate GT 2.0 BiTDI 4MOTION Auto	-	5	36040	15858	7-A	tba	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200
D	Estate R-Line 2.0 TDI	-	5	28955	13319	6-M	tba	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1505	2000
D	Estate R-Line 2.0 TDI Auto	-	5	30555	14055	6-A	tba	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate R-Line 2.0 TDI	-	5	30305	13334	6-M	tba	tba	tba	tba	109	1968	188/3500	-	295/1750	-	tba	tba
D	Estate R-Line 2.0 TDI Auto	-	5	31905	14038	6-A	tba	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
D	Estate R-Line 2.0 BiTDI 4MOTION Auto	-	5	37035	16295	7-A	tba	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200

CC
Rating ★★★½☆

Psst - don't mention Passat! Prettier, and more shapely than its predecessor, it's good to drive too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	4	26115	13058	6-M	23	133	9.8	62.8	119	1968	138/4200	-	236/1750	-	1550	1800
D	2.0 TDI Auto	-	4	27595	13798	6-A	23	132	9.8	56.5	131	1968	138/4200	-	236/1750	-	1564	1800
D	GT 2.0 TDI	-	4	27695	13848	6-M	24	133	9.8	62.8	119	1968	138/4200	-	236/1750	-	1550	1800
D	GT 2.0 TDI Auto	-	4	29175	14588	6-A	24	132	9.8	56.5	131	1968	138/4200	-	236/1750	-	1564	1800
D	GT 2.0 TDI	-	4	29820	14910	6-M	27	141	8.4	61.4	120	1968	174/4200	-	280/1750	-	1565	1800
D	GT 2.0 TDI Auto	-	4	31300	15650	6-A	27	137	8.4	55.4	133	1968	174/4200	-	280/1750	-	1582	1800
D	R-Line 2.0 TDI	-	4	30470	15235	6-M	28	141	8.4	61.4	120	1968	174/4200	-	280/1750	-	1565	1800
D	R-Line 2.0 TDI Auto	-	4	31950	15975	6-A	28	137	8.4	55.4	133	1968	174/4200	-	280/1750	-	1582	1800

New Scirocco
Rating ★★★½☆

Mild tweaks bring the Scirocco more up to date, with fresh, frugal engines and sharper looks.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	23455	12197	6-M	27	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	2.0 TDI Auto	-	3	24955	12977	6-A	27	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	322	3	25305	13159	6-M	28	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	GT 2.0 TDI Auto	-	3	26805	13939	6-A	28	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	-	3	26305	13679	6-M	31	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	GT 2.0 TDI Auto	-	3	27805	14459	6-A	31	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0
D	R-Line 2.0 TDI	-	3	27375	14235	6-M	28	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	R-Line 2.0 TDI Auto	-	3	28875	15015	6-A	28	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	R-Line 2.0 TDI	-	3	28375	14755	6-M	31	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	R-Line 2.0 TDI Auto	-	3	29875	15535	6-A	31	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0

Eos
Rating ★★★★☆

Great to drive, economical to run, is relatively roomy for four and retains its value well.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport 2.0 TDI	-	2	28185	12965	6-M	23	129	10.3	58.9	125	1968	138/4200	-	236/1750	-	1592	1500
D	Sport 2.0 TDI Auto	-	2	29655	13641	6-A	23	127	10.3	53.3	139	1968	138/4200	-	236/1750	-	1614	1500
D	Exclusive 2.0 TDI	-	2	31325	14410	6-M	23	129	10.3	58.9	125	1968	138/4200	-	236/1750	-	1592	1500
D	Exclusive 2.0 TDI Auto	-	2	32795	15086	6-A	23	127	10.3	53.3	139	1968	138/4200	-	236/1750	-	1614	1500

Tiguan
Rating ★★★★☆

Quality cabin and good on-road dynamics make the Tiguan a winner. It looks classy, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI 2WD	-	5	22605	13111	6-M	14	109	11.9	53.3	138	1968	109/2750	-	207/1750	-	1543	1800
D	S 2.0 TDI 2WD	-	5	23155	13430	6-M	17	120	10.2	53.3	138	1968	138/4200	-	236/1750	-	1541	2000
D	S 2.0 TDI 4MOTION	-	5	24925	13958	6-M	17	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
D	S 2.0 TDI 4MOTION Auto	-	5	26420	14795	7-A	17	117	10.2	47.9	153	1968	138/4200	-	236/1750	-	1665	2500
D	Match 2.0 TDI 2WD	-	5	25150	14587	6-M	18	120	10.2	53.3	138	1968	138/4200	-	236/1750	-	1541	2000
D	Match 2.0 TDI 4MOTION	-	5	26920	15075	6-M	18	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
D	Match 2.0 TDI 4MOTION Auto	-	5	28445	15929	7-A	18	117	10.2	47.9	153	1968	138/4200	-	236/1750	-	1665	2500
D	Match 2.0 TDI 4MOTION	-	5	27925	15638	6-M	23	125	8.5	48.7	151	1968	174/4200	-	280/1750	-	1678	2200
D	Match 2.0 TDI 4MOTION Auto	-	5	29450	16492	7-A	23	124	8.5	50.4	154	1968	174/4200	-	280/1750	-	1688	2200
D	R-Line 2.0 TDI 4MOTION	317	5	28750	16100	6-M	18	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
D	R-Line 2.0 TDI 4MOTION Auto	-	5	30275	16954	7-A	18	117	10.2	47.1	158	1968	138/4200	-	236/1750	-	1665	2500
D	R-Line 2.0 TDI 4MOTION	-	5	29755	16663	6-M	23	125	8.5	48.7	151	1968	174/4200	-	280/1750	-	1678	2200
D	R-Line 2.0 TDI 4MOTION Auto	-	5	31280	17517	7-A	23	124	8.5	47.1	159	1968	174/4200	-	280/1750	-	1688	2200
D	Escape 2.0 TDI 4MOTION	-	5	27610	16014	6-M	18	118	10.2	48.7	150	1968	138/4200	-	236/1750	-	1655	2200
D	Escape 2.0 TDI 4MOTION Auto	-	5	29105	16881	7-A	18	117	10.2	47.9	153	1968	138/4200	-	236/1750	-	1665	2500

Touran
Rating ★★★½☆

Revamp made it more appealing and better looking. It's versatile, and decent to drive too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	21600	10368	6-M	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
D	S 1.6 TDI Auto	-	5	22835	10961	7-A	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
D	SE 1.6 TDI	-	5	23705	11378	6-M	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
D	SE 1.6 TDI Auto	-	5	24940	11971	7-A	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
D	SE 2.0 TDI	-	5	25470	11207	6-M	19	126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
D	SE 2.0 TDI Auto	-	5	26835	11807	6-A	19	125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
D	Sport 2.0 TDI	-	5	26930	11849	6-M	19	126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
D	Sport 2.0 TDI Auto	-	5	28295	12450	6-A	19	125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
D	Sport 2.0 TDI Auto	-	5	28350	12474	6-A	24	133	8.8	49.6	150	1968	174/4200	-	280/1750	-	1598	1600

LONG TERM TEST

Sharan
Rating ★★★★½

No doubt one of the classiest of the MPV crop. Simply bags of space inside and super-smooth to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	25890	11909	6-M	14	114	12.6	50.4	146	1968	114/4200	-	207/1750	-	1772	2000
D	S 2.0 TDI	-	5	26640	12254	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	S 2.0 TDI Auto	-	5	27975	12869	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SE 2.0 TDI	-	5	28950	13317	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	SE 2.0 TDI Auto	-	5	30285	13931	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SE 2.0 TDI	-	5	30555	12833	6-M	21	129	9.3	48.7	152	1968	174/4200	-	280/1750	-	1800	2200
D	SE 2.0 TDI Auto	-	5	31890	13394	6-A	21	128	9.6	47.9	154	1968	174/4200	-	280/1750	-	1804	2200
D	SEL 2.0 TDI	-	5	31850	14651	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	SEL 2.0 TDI Auto	-	5	33185	15265	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SEL 2.0 TDI	-	5	33455	14051	6-M	21	129	9.3	48.7	152	1968	174/4200	-	280/1750	-	1800	2200
D	SEL 2.0 TDI Auto	-	5	34790	14612	6-A	21	128	9.6	47.9	154	1968	174/4200	-	280/1750	-	1804	2200
D	Executive 2.0 TDI	-	5	32100	14766	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	Executive 2.0 TDI Auto	-	5	33435	15380	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200

New Touareg
Rating ★★★★☆

Large SUV gains a new face, uplift in technology and more fuel efficient engines.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 3.0 V6 TDI 4MOTION Auto	-	5	43415	21708	8-A	39	tba	tba	42.8	173	2967	tba	-	tba	-	tba	tba
D	SE 3.0 V6 TDI 4MOTION Auto	-	5	45215	22608	8-A	42	tba	tba	42.8	174	2967	tba	-	tba	-	tba	tba
D	Escape 3.0 V6 TDI 4MOTION Auto	-	5	45415	22708	8-A	42	tba	tba	40.9	180	2967	tba	-	tba	-	tba	tba
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	46415	23208	8-A	40	tba	tba	42.8	173	2967	tba	-	tba	-	tba	tba
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	48215	24108	8-A	42	tba	tba	42.8	174	2967	tba	-	tba	-	tba	tba

Phaeton
Rating ★★★☆☆

Impressively refined and sumptuous, but resale values are poor and it's getting very long in the tooth now.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 V6 TDI 4MOTION SWB	-	4	55550	16665	6-A	45	147	8.3	33.2	224	2967	241/4000	-	369/1500	-	2261	2500
D	3.0 V6 TDI 4MOTION LWB	-	4	58110	17433	6-A	45	147	8.6	33.2	224	2967	241/4000	-	369/1500	-	2313	2500

XL1
Rating ★★★☆☆

Groundbreaking two-seat ecocar wearing a supercar price tag. Just 200 to be sold around the world.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
DE	TDI Plug-In-Hybrid	-	3	98515	tba	7-A	tba	100	12.7	314.0	21	800	47/tba	27	89/tba	103	795	0

DID YOU KNOW?

Mercedes-Benz was the first car maker to offer an adjustable 'telescopic' steering column, way back in 1965, which is now standard equipment in virtually every new car sold around the world.

Amarok
Rating ★★★★☆

Pick up that thinks it's a car, drives everywhere and boasts clever-clogs technology. Terrific.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Startline 2.0 TDI Selectable 4MOTION	-	4	25054	9521	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2108	3000
D	Trendline 2.0 TDI Selectable 4MOTION	-	4	26278	9986	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2113	3000
D	Trendline 2.0 BiTDI Selectable 4MOTION	-	4	27238	10350	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2058	3000
D	Highline 2.0 BiTDI Selectable 4MOTION	-	4	30874	11732	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2079	3000
D	Highline 2.0 BiTDI Permanent 4MOTION Auto	-	4	32980	12532	8-A	10	108	11.3	35.3	211	1968	178/4000	-	310/1750	-	2093	3200
D	Dark Label 2.0 BiTDI Selectable 4MOTION	-	4	31294	11892	6-M	10	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2128	3000
D	Dark Label 2.0 BiTDI Permanent 4MOTION Auto	-	4	33370	12681	8-A	10	108	11.3	35.3	211	1968	178/4000	-	310/1750	-	2134	3200
D	Ultimate 2.0 BiTDI Selectable 4MOTION	-	4	36448	13850	6-M	10	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2100	3000
D	Ultimate 2.0 BiTDI Permanent 4MOTION Auto	-	4	38146	14495	8-A	10	108	11.3	33.2	224	1968	178/4000	-	310/1750	-	2099	3200

VOLVO

UK dealers: 109 **Warranty:** 3 years/60,000miles **Servicing:** 18,000miles (D2 12,500miles)

S60
Rating ★★★★☆

Very safe alternative to Audi A4 and co. It's got class, low CO_2 engines and is good to drive. Just updated too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D2 Business Edition	-	4	21545	9049	6-M	17	121	10.9	72.4	103	1560	113/3600	-	199/1750	-	1477	1300
D	D2 Business Edition Auto	-	4	23030	9673	6-A	17	118	12.3	68.9	107	1560	113/3600	-	199/1750	-	1497	1300
D	D3 Business Edition	-	4	22195	9322	6-M	22	127	10.2	65.7	114	1984	134/3500	-	258/1500	-	1537	1600
D	D3 Business Edition Auto	-	4	23680	9946	6-A	22	124	10.2	58.9	126	1984	134/3500	-	258/1500	-	1562	1600
D	D4 Business Edition	-	4	23445	9847	6-M	26	143	7.4	74.3	99	1969	178/4250	-	295/1750	-	1542	1750
D	D4 Business Edition Auto	-	4	24995	10498	8-A	26	143	7.4	67.3	109	1969	178/4250	-	295/1750	-	1563	1750
D	D2 SE	-	4	26545	11149	6-M	18	121	10.9	72.4	103	1560	113/3600	-	199/1750	-	1477	1300
D	D2 SE Auto	-	4	28030	11773	6-A	18	118	12.3	68.9	107	1560	113/3600	-	199/1750	-	1497	1300
D	D3 SE	-	4	27195	11422	6-M	23	127	10.2	65.7	114	1984	134/3500	-	258/1500	-	1537	1600
D	D3 SE Auto	-	4	28680	12046	6-A	23	124	10.2	58.9	126	1984	134/3500	-	258/1500	-	1562	1600
D	D4 SE	-	4	28445	11947	6-M	27	143	7.4	74.3	99	1969	178/4250	-	295/1750	-	1542	1750
D	D4 SE Auto	-	4	29995	12598	8-A	27	143	7.4	67.3	109	1969	178/4250	-	295/1750	-	1563	1750
D	D2 SE Lux	-	4	28845	12115	6-M	19	121	10.9	72.4	103	1560	113/3600	-	199/1750	-	1477	1300
D	D2 SE Lux Auto	-	4	30330	12739	6-A	19	118	12.3	68.9	107	1560	113/3600	-	199/1750	-	1497	1300
D	D3 SE Lux	-	4	29495	12388	6-M	24	127	10.2	65.7	114	1984	134/3500	-	258/1500	-	1537	1600
D	D3 SE Lux Auto	-	4	30980	13012	6-A	24	124	10.2	58.9	126	1984	134/3500	-	258/1500	-	1562	1600
D	D4 SE Lux	-	4	30745	12913	6-M	28	143	7.4	74.3	99	1969	178/4250	-	295/1750	-	1542	1750
D	D4 SE Lux Auto	325	4	32295	13564	8-A	28	143	7.4	67.3	109	1969	178/4250	-	295/1750	-	1563	1750
D	D5 SE Lux Nav	-	4	33695	12804	6-M	30	143	7.4	62.8	119	2400	212/4000	-	310/1500	-	1562	1600
D	D5 SE Lux Nav Auto	-	4	35180	13368	6-A	30	143	7.6	47.9	154	2400	212/4000	-	325/1500	-	1573	1800
D	D2 R-Design	-	4	28045	11779	6-M	18	121	10.9	72.4	103	1560	113/3600	-	199/1750	-	1477	1300
D	D2 R-Design Auto	-	4	29530	12403	6-A	18	118	12.3	65.7	114	1560	113/3600	-	199/1750	-	1497	1300
D	D3 R-Design	-	4	28695	12052	6-M	23	127	10.2	65.7	114	1984	134/3500	-	258/1500	-	1537	1600
D	D3 R-Design Auto	-	4	30180	12676	6-A	23	124	10.2	58.9	126	1984	134/3500	-	258/1500	-	1562	1600
D	D4 R-Design	-	4	29945	12577	6-M	28	143	7.4	74.3	99	1969	178/4250	-	295/1750	-	1542	1750

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
S60 (continued)																	
D D4 R-Design Auto	-	4	31495	13228	8-A	28	143	7.4	67.3	109	1969	178/4250	-	295/1750	-	1563	1750
D D5 R-Design Nav	-	4	32895	12500	6-M	30	143	7.4	62.8	119	2400	212/4000	-	310/1500	-	1562	1600
D D5 R-Design Nav Auto	-	4	34380	13064	6-A	30	143	7.6	47.9	154	2400	212/4000	-	325/1500	-	1573	1800
D D2 R-Design Lux	-	4	30545	12829	6-M	20	121	10.9	72.4	103	1560	113/3600	-	199/1750	-	1477	1300
D D2 R-Design Lux Auto	-	4	32030	13453	6-A	20	118	12.3	65.7	114	1560	113/3600	-	199/1750	-	1497	1300
D D3 R-Design Lux	-	4	31195	13102	6-M	25	127	10.2	65.7	114	1984	134/3500	-	258/1500	-	1537	1600
D D3 R-Design Lux Auto	-	4	32680	13726	6-A	25	124	10.2	58.9	126	1984	134/3500	-	258/1500	-	1562	1600
D D4 R-Design Lux	-	4	32445	13627	6-M	29	143	7.4	74.3	99	1969	178/4250	-	295/1750	-	1542	1750
D D4 R-Design Lux Auto	-	4	33995	14278	8-A	29	143	7.4	67.3	109	1969	178/4250	-	295/1750	-	1563	1750
D D5 R-Design Lux Nav	-	4	35395	13450	6-M	31	143	7.4	62.8	119	2400	212/4000	-	310/1500	-	1562	1600
D D5 R-Design Lux Nav Auto	-	4	36880	14014	6-A	31	143	7.6	47.9	154	2400	212/4000	-	325/1500	-	1573	1800

S80

Rating ★★★½☆

Can Scandinavia take on and beat BMW's 5 Series? It can try... S80 is masterful but won't turn heads, despite facelift.

D D2 SE Nav Auto	-	4	30720	11059	6-A	20	115	12.8	68.9	109	1560	113/3600	-	199/1750	-	1556	1300
D D4 SE Nav	-	4	32220	11599	6-M	28	140	8.4	70.6	104	1969	178/4250	-	295/1750	-	1601	1800
D D4 SE Nav Auto	-	4	33770	12157	8-A	28	140	8.4	65.7	113	1969	178/4250	-	295/1750	-	1631	1800
D D2 SE Lux Auto	-	4	32220	11599	6-A	21	115	12.8	68.9	109	1560	113/3600	-	199/1750	-	1556	1300
D D4 SE Lux	-	4	33720	12139	6-M	29	140	8.4	70.6	104	1969	178/4250	-	295/1750	-	1601	1800
D D4 SE Lux Auto	-	4	35270	12697	8-A	29	140	8.4	65.7	113	1969	178/4250	-	295/1750	-	1631	1800
D D5 SE Lux Auto	-	4	36835	13261	6-A	31	140	7.8	46.3	159	2400	212/4000	-	325/1500	-	1636	2000

LONG TERM TEST

V40

Rating ★★★★☆

Bang-on bid to break the premium hatch sector. V40 oozes style from every pore. Safe in all senses.

D D2 ES	-	5	20795	8318	6-M	17	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D D2 ES Auto	-	5	22280	8912	6-A	17	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D D2 SE	311	5	22320	8928	6-M	17	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D D2 SE Auto	-	5	23805	9522	6-A	17	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D D3 SE	-	5	23570	9899	6-M	22	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D D3 SE Auto	-	5	25055	10523	6-A	22	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D D4 SE	-	5	24570	10811	6-M	27	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D D4 SE Auto	-	5	26120	11493	8-A	27	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D D2 SE Lux	304	5	24320	9728	6-M	18	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D D2 SE Lux Auto	-	5	25805	10322	6-A	18	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D D3 SE Lux Nav	-	5	26770	11243	6-M	23	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D D3 SE Lux Nav Auto	-	5	28255	11867	6-A	23	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D D4 SE Lux Nav	-	5	27770	12219	6-M	28	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D D4 SE Lux Nav Auto	-	5	29320	12901	8-A	28	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D D2 R-Design	-	5	23095	9238	6-M	17	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D D2 R-Design Auto	-	5	24580	9832	6-A	17	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D D3 R-Design	313	5	24345	10225	6-M	21	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D D3 R-Design Auto	-	5	25830	10849	6-A	21	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D D4 R-Design	-	5	25345	11152	6-M	27	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D D4 R-Design Auto	-	5	26895	11834	8-A	27	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D D2 R-Design Lux	-	5	24770	9908	6-M	18	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D D2 R-Design Lux Auto	-	5	26255	10502	6-A	18	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D D3 R-Design Lux Nav	-	5	27220	11432	6-M	23	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D D3 R-Design Lux Nav Auto	-	5	28705	12056	6-A	23	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D D4 R-Design Lux Nav	-	5	28220	12417	6-M	28	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D D4 R-Design Lux Nav Auto	-	5	29770	13099	8-A	28	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D D2 Cross Country SE	-	5	23320	9328	6-M	16	115	11.9	74.3	99	1560	113/3600	-	199/1750	-	1364	1300
D D2 Cross Country SE Auto	-	5	24805	9922	6-A	16	118	12.1	68.9	108	1560	113/3600	-	199/1750	-	1412	1300
D D3 Cross Country SE	-	5	24570	10319	6-M	21	127	9.6	64.2	117	1984	148/3500	-	258/1500	-	1466	1500
D D3 Cross Country SE Auto	-	5	26055	10943	6-A	21	124	9.3	54.3	137	1984	148/3500	-	258/1500	-	1491	1500
D D4 Cross Country SE	-	5	25570	11251	6-M	26	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D D4 Cross Country SE Auto	330	5	27120	11933	8-A	26	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500
D D2 Cross Country Lux	-	5	25320	10128	6-M	17	115	11.9	74.3	99	1560	113/3600	-	199/1750	-	1364	1300
D D2 Cross Country Lux Auto	-	5	26805	10722	6-A	17	118	12.1	68.9	108	1560	113/3600	-	199/1750	-	1412	1300
D D3 Cross Country Lux Nav	-	5	27770	11663	6-M	22	127	9.6	64.2	117	1984	148/3500	-	258/1500	-	1466	1500
D D3 Cross Country Lux Nav Auto	-	5	29255	12287	6-A	22	124	9.3	54.3	137	1984	148/3500	-	258/1500	-	1491	1500
D D4 Cross Country Lux Nav	-	5	28770	12659	6-M	27	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D D4 Cross Country Lux Nav Auto	-	5	30320	13341	8-A	27	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500

V60

Rating ★★★½☆

Not-so-huge Volvo estate is nonetheless loaded with appeal. Great cabin and engine choices and now revised.

D D2 Business Edition	-	5	22745	9553	6-M	17	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D D2 Business Edition Auto	-	5	24230	10177	6-A	17	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D D3 Business Edition	-	5	23395	9826	6-M	22	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D D3 Business Edition Auto	-	5	24880	10450	6-A	22	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D D4 Business Edition	-	5	24645	10351	6-M	26	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D D4 Business Edition Auto	-	5	26195	11002	8-A	26	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D D2 SE	-	5	27745	11653	6-M	17	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D D2 SE Auto	-	5	29230	12277	6-A	17	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D D3 SE	-	5	28395	11926	6-M	23	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D D3 SE Auto	-	5	29880	12550	6-A	23	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D D4 SE	-	5	29645	12451	6-M	27	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D D4 SE Auto	-	5	31195	13102	8-A	27	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D D2 SE Lux	-	5	30145	12661	6-M	19	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D D2 SE Lux Auto	-	5	31630	13285	6-A	19	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D D3 SE Lux	-	5	30795	12934	6-M	24	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D D3 SE Lux Auto	-	5	32280	13558	6-A	24	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D D4 SE Lux	-	5	32045	13459	6-M	29	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D D4 SE Lux Auto	-	5	33595	14110	8-A	29	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D D5 SE Lux Nav	-	5	34995	13298	6-M	30	143	7.5	61.4	120	2400	212/4000	-	310/1500	-	1600	1600
D D5 SE Lux Nav Auto	-	5	36480	13862	6-A	30	143	7.7	45.6	162	2400	212/4000	-	325/1500	-	1626	1800
DE D6 AWD SE Lux Nav Plug-In Hybrid Auto	317	5	44975	17091	6-A	41	143	6.1	155.2	48	2400	212/4000	67	325/1500	148	1961	1800
D D2 R-Design	-	5	29245	12283	6-M	18	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D D2 R-Design Auto	-	5	30730	12907	6-A	18	115	12.7	62.8	119	1560	113/3600	-	199/1750	-	1549	1300
D D3 R-Design	-	5	29895	12556	6-M	24	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D D3 R-Design Auto	-	5	31380	13180	6-A	24	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D D4 R-Design	-	5	31145	13081	6-M	28	140	7.6	72.4	103	1969	178/4250	-	295/1750	-	1564	1750
D D4 R-Design Auto	-	5	32695	13732	8-A	28	140	7.6	65.7	112	1969	178/4250	-	295/1750	-	1596	1750
D D5 R-Design Nav	-	5	34095	12956	6-M	29	143	7.5	61.4	120	2400	212/4000	-	310/1500	-	1600	1600
D D5 R-Design Nav Auto	-	5	35580	13520	6-A	29	143	7.7	45.6	162	2400	212/4000	-	325/1500	-	1626	1800
D D2 R-Design Lux	-	5	31845	13375	6-M	19	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D D2 R-Design Lux Auto	-	5	33330	13999	6-A	19	115	12.7	62.8	119	1560	113/3600	-	199/1750	-	1549	1300
D D3 R-Design Lux	-	5	32495	13648	6-M	25	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D D3 R-Design Lux Auto	-	5	33980	14272	6-A	25	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D D4 R-Design Lux	-	5	33745	14173	6-M	29	140	7.6	72.4	103	1969	178/4250	-	295/1750	-	1564	1750
D D4 R-Design Lux Auto	-	5	35295	14824	8-A	29	140	7.6	65.7	112	1969	178/4250	-	295/1750	-	1596	1750
D D5 R-Design Lux Nav	-	5	36695	13944	6-M	31	143	7.5	61.4	120	2400	212/4000	-	310/1500	-	1600	1600
D D5 R-Design Lux Nav Auto	-	5	38180	14508	6-A	31	143	7.7	45.6	162	2400	212/4000	-	325/1500	-	1626	1800
DE D6 AWD R-Design Lux Nav Plug-In Hybrid Auto	-	5	46675	17737	6-A	42	143	6.1	155.2	48	2400	212/4000	67	325/1500	148	1961	1800

LONG TERM TEST

V70

Rating ★★★½☆

Big enough to swallow your life and still drive away in style and newly updated. Essential kit for happy families.

D D2 Business Edition Auto	-	5	25695	8736	6-A	18	112	13.2	67.3	111	1560	113/3600	-	199/1750	-	1598	1300
D D3 Business Edition	-	5	25695	8736	6-M	24	124	10.6	62.8	119	1984	134/3500	-	258/1500	-	1668	1600
D D3 Business Edition Auto	-	5	27180	9241	6-A	24	121	10.6	57.6	130	1984	134/3500	-	258/1500	-	1688	1600
D D4 Business Edition	-	5	27195	9790	6-M	28	137	8.6	67.3	109	1969	178/4250	-	295/1750	-	1665	1800
D D4 Business Edition Auto	-	5	28745	10348	8-A	28	137	8.6	62.8	117	1969	178/4250	-	295/1750	-	1688	1800
D D5 Business Edition	-	5	28645	9739	6-M	29	140	7.8	58.9	126	2400	212/4000	-	310/1500	-	1685	1800
D D5 Business Edition Auto	-	5	30130	10244	6-A	29	137	8.0	45.6	164	2400	212/4000	-	325/1500	-	1697	2000
D D2 SE Nav Auto	-	5	31620	10751	6-A	19	112	13.2	67.3	111	1560	113/3600	-	199/1750	-	1598	1300
D D3 SE Nav	-	5	31620	10751	6-M	25	124	10.6	62.8	119	1984	134/3500	-	258/1500	-	1668	1600
D D3 SE Nav Auto	-	5	33105	11256	6-A	25	121	10.6	57.6	130	1984	134/3500	-	258/1500	-	1688	1600
D D4 SE Nav	-	5	33120	11923	6-M	29	137	8.6	67.3	109	1969	178/4250	-	295/1750	-	1665	1800
D D4 SE Nav Auto	-	5	34670	12481	8-A	29	137	8.6	62.8	117	1969	178/4250	-	295/1750	-	1688	1800
D D5 SE Nav	-	5	34570	11754	6-M	30	140	7.8	58.9	126	2400	212/4000	-	310/1500	-	1685	1800
D D5 SE Nav Auto	-	5	36055	12259	6-A	30	137	8.0	45.6	164	2400	212/4000	-	325/1500	-	1697	2000
D D2 SE Lux Auto	-	5	33220	11295	6-A	21	112	13.2	67.3	111	1560	113/3600	-	199/1750	-	1598	1300
D D3 SE Lux	-	5	33220	11295	6-M	26	124	10.6	62.8	119	1984	134/3500	-	258/1500	-	1668	1600
D D3 SE Lux Auto	-	5	34705	11800	6-A	26	121	10.6	57.6	130	1984	134/3500	-	258/1500	-	1688	1600
D D4 SE Lux	-	5	34720	12499	6-M	30	137	8.6	67.3	109	1969	178/4250	-	295/1750	-	1665	1800
D D4 SE Lux Auto	-	5	36270	13057	8-A	30	137	8.6	62.8	117	1969	178/4250	-	295/1750	-	1688	1800
D D5 SE Lux	-	5	36170	12298	6-M	32	140	7.8	58.9	126	2400	212/4000	-	310/1500	-	1685	1800
D D5 SE Lux Auto	-	5	37655	12803	6-A	32	137	8.0	45.6	164	2400	212/4000	-	325/1500	-	1697	2000

XC60

Rating ★★★½☆

Upmarket SUV that's adorned with the cool extra of Volvo's badge. Safe, comfy and great to drive and just revised.

D D4 SE	-	5	31260	16255	6-M	28	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D D4 SE Auto	-	5	32810	17061	8-A	28	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D D4 AWD SE	-	5	32790	15739	6-M	28	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D D4 AWD SE Auto	-	5	34275	16452	6-A	28	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D D5 AWD SE Nav	-	5	35890	16509	6-M	30	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D D5 AWD SE Nav Auto	-	5	37375	17193	6-A	30	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000
D D4 SE Lux	-	5	33960	17659	6-M	29	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D D4 SE Lux Auto	-	5	35510	18465	8-A	29	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D D4 AWD SE Lux	-	5	35490	17035	6-M	30	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D D4 AWD SE Lux Auto	-	5	36975	17748	6-A	30	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D D5 AWD SE Lux Nav	-	5	38590	17751	6-M	31	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D D5 AWD SE Lux Nav Auto	-	5	40075	18435	6-A	31	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000
D D4 R-Design	-	5	32535	16918	6-M	28	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D D4 R-Design Auto	-	5	34085	17724	8-A	28	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D D4 AWD R-Design	-	5	34065	16351	6-M	29	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D D4 AWD R-Design Auto	-	5	35550	17064	6-A	29	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D D5 AWD R-Design Nav	-	5	37165	17096	6-M	30	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D D5 AWD R-Design Nav Auto	-	5	38650	17779	6-A	30	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000
D D4 R-Design Lux	-	5	35160	18283	6-M	29	130	8.5	62.8	117	1969	178/4250	-	295/1750	-	1702	1600
D D4 R-Design Lux Auto	-	5	36710	19089	8-A	29	130	8.5	60.1	124	1969	178/4250	-	295/1750	-	1734	1600
D D4 AWD R-Design Lux	-	5	36690	17611	6-M	30	124	9.8	53.3	139	2400	178/4000	-	310/1500	-	1778	1800
D D4 AWD R-Design Lux Auto	-	5	38175	18324	6-A	30	121	10.2	44.1	169	2400	178/4000	-	310/1500	-	1795	2000
D D5 AWD R-Design Lux Nav	-	5	39790	18303	6-M	31	130	8.1	53.3	139	2400	212/4000	-	310/1500	-	1785	1800
D D5 AWD R-Design Lux Nav Auto	-	5	41275	18987	6-A	31	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1796	2000

XC70

Rating ★★★½☆

Chunkier version of the V70. Lots of space, great engines and a comfy interior are its attributes. Now updated.

D D4 SE Nav	-	5	34410	14452	6-M	28	130	8.8	62.8	117	1969	178/4250	-	295/1750	-	1722	1800
D D4 SE Nav Auto	-	5	35960	15103	8-A	29	130	8.8	57.6	129	1969	178/4250	-	295/1750	-	1757	1800
D D4 AWD SE Nav	-	5	36340	15263	6-M	29	127	9.2	53.3	139	2400	178/4000	-	310/1500	-	1788	2100
D D4 AWD SE Nav Auto	-	5	37825	15887	6-A	29	124	9.5	44.1	169	2400	178/4000	-	310/1500	-	1802	2100
D D5 AWD SE Nav	-	5	37590	15036	6-M	30	130	8.0	53.3	139	2400	212/4000	-	310/1500	-	1809	2100
D D5 AWD SE Nav Auto	-	5	39075	15630	6-A	30	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1790	2100
D D4 AWD SE Lux	-	5	38290	16082	6-M	30	127	9.2	53.3	139	2400	178/4000	-	310/1500	-	1788	2100
D D4 AWD SE Lux Auto	-	5	39775	16706	6-A	30	124	9.5	44.1	169	2400	178/4000	-	310/1500	-	1802	2100
D D5 AWD SE Lux	-	5	39540	15816	6-M	31	130	8.0	53.3	139	2400	212/4000	-	310/1500	-	1809	2100
D D5 AWD SE Lux Auto	-	5	41025	16410	6-A	31	127	8.3	44.1	169	2400	212/4000	-	325/1500	-	1790	2100

New XC90

Rating COMING SOON

All-new XC90 is the most luxurious Volvo ever, with a hike in price, too. We've yet to test it, but will soon.

D D5 AWD Momentum Auto	-	5	45750	21977	8-A	tba	137	7.8	48.7	149	1969	221/4250	-	347/1750	-	2030	2400
PE T8 Twin Engine Momentum Auto	-	5	59955	28778	8-A	tba	140	6.4	104.6	64	1969	315/5700	81	295/2200	177	2350	2500
D D5 AWD R-Design Auto	-	5	49285	23657	8-A	tba	137	7.8	49.6	152	1969	221/4250	-	347/1750	-	2030	2400
PE T8 Twin Engine R-Design Auto	-	5	62855	30170	8-A	tba	140	6.4	104.6	64	1969	315/5700	81	295/2200	177	2350	2500
D D5 AWD Inscription Auto	-	5	50185	24089	8-A	tba	137	7.8	49.6	152	1969	221/4250	-	347/1750	-	2030	2400
PE T8 Twin Engine Inscription Auto	-	5	63705	30578	8-A	tba	140	6.4	104.6	64	1969	315/5700	81	295/2200	177	2350	2500

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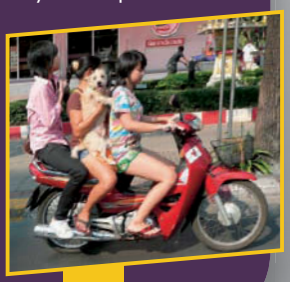
TACKLING THE GLOBAL ROAD DEATH EPIDEMIC

If we saw road deaths as a disease, we'd be gathering celebrities to record charity songs. Yet what we're witnessing is a growing global epidemic. **Simon Hacker** asks what might cure us.

1 You'd think this news would obliterate everything else: every day, on average 712 children die on the world's roads. That's easily more than a major airline disaster. Here's another way of looking at it: someone dies every 30 seconds in a road accident and the World Health Organisation (WHO), which crunches these dreadful figures, expects the number of deaths globally to reach nearly two million a year by 2030. Right now, it's 'just' 1.3 million.

2 Unsurprisingly, this is a patchy war: while more affluent economies expand car usage, their roads are simultaneously becoming safer (hence such success stories as Sweden, see below), so casualties are slowing to rates not seen for decades. But middling nations, meanwhile, are expected by the WHO to see crash casualties that will match HIV/AIDS as a cause of death by 2030. And in the world's poorest spots, deaths are expected to triple. It's a complex issue, but beyond the challenges of analysing what's wrong within a kaleidoscope of cultures and transport models, some simple themes emerge.

3 Visit such poverty-trapped countries as Bangladesh and Pakistan and you'll find pedestrians top the body count. As the economies rise though, so does the use of motorbikes, bringing a new dimension for damage. In Thailand, for example, bikers make up more than two-thirds of total fatalities. Travel on to anywhere a little less poor and most mayhem comes from four wheels: fatalities in Russia and Turkey (and increasingly China) are mostly found inside cars and buses. If such trends make you fear for the future, the present is grim enough: road crashes are currently the leading global cause of death for young people aged 10 to 24, and by this year are predicted to be the leading cause of premature death and disability for children in developing countries aged five and above.



4 So what's the vaccine against this disease? Perhaps paradoxically, industrialisation is some sort of cure, even if the road to it is, literally, the killer. In most industrialised countries, road deaths have been cut by at least half over the past 30 years. In instances such as Sweden, which can now lay claim to just three road deaths per 100,000 inhabitants per year, we see credible work in progress towards the country's 1997 "Vision Zero" mission, a tenet of which was that "life and health can never be exchanged for other benefits within the society". In other words, zero toleration means no acceptance of road deaths as some sort of collateral damage, a sacrifice we must stomach for the greater good. This belief seems pivotal to clearing the way for making real progress.

5 More specifically, the vaccines for a cure are widely available: they come in the shape of improved road design with a focus on pedestrian safety, safer vehicles, enforcement of motorcycle helmets and seat belts, tough action on drink driving, ongoing driver training, tighter licensing and – no doubt more than all the above – tackling speed. What holds these simple measures back when it comes to the nitty-gritty is commitment from governments to administer the medicine.

6 And what makes governments so shy comes back to us: all these measures need one crucial element if they are to work: you, the driver. It's an unfashionable contention in a culture that cries 'Nanny Taliban' at the merest mention of safety, but before this war can be effectively fought, we all need to challenge ourselves and accept our share in the problem. We are embedded in protective cocoons of safety, from where we think moderate speeding is no crime (the RAC reckons that's 55 per cent of us – it may be more). So any change in our speed, to one that's appropriate to the conditions and risks we're driving in, entails far more than a lighter right foot, and yet it would make a world of difference. Speeding is the decisive factor in three times as many road traffic crashes as alcohol, but our attitude towards it remains, at best, ambivalent. That change is our first step towards safer roads. DC

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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)
* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.